
National Park Service
Cultural Landscapes Inventory
2001



Thurmond Historic District
New River Gorge National River

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Inventory Unit Summary & Site Plan

Inventory Summary

The Cultural Landscapes Inventory Overview:

CLI General Information:

Purpose and Goals of the CLI

The Cultural Landscapes Inventory (CLI), a comprehensive inventory of all cultural landscapes in the national park system, is one of the most ambitious initiatives of the National Park Service (NPS) Park Cultural Landscapes Program. The CLI is an evaluated inventory of all landscapes having historical significance that are listed on or eligible for listing on the National Register of Historic Places, or are otherwise managed as cultural resources through a public planning process and in which the NPS has or plans to acquire any legal interest. The CLI identifies and documents each landscape's location, size, physical development, condition, landscape characteristics, character-defining features, as well as other valuable information useful to park management. Cultural landscapes become approved CLIs when concurrence with the findings is obtained from the park superintendent and all required data fields are entered into a national database. In addition, for landscapes that are not currently listed on the National Register and/or do not have adequate documentation, concurrence is required from the State Historic Preservation Officer or the Keeper of the National Register.

The CLI, like the List of Classified Structures, assists the NPS in its efforts to fulfill the identification and management requirements associated with Section 110(a) of the National Historic Preservation Act, National Park Service Management Policies (2006), and Director's Order #28: Cultural Resource Management. Since launching the CLI nationwide, the NPS, in response to the Government Performance and Results Act (GPRA), is required to report information that respond to NPS strategic plan accomplishments. Two GPRA goals are associated with the CLI: bringing certified cultural landscapes into good condition (Goal 1a7) and increasing the number of CLI records that have complete, accurate, and reliable information (Goal 1b2B).

Scope of the CLI

The information contained within the CLI is gathered from existing secondary sources found in park libraries and archives and at NPS regional offices and centers, as well as through on-site reconnaissance of the existing landscape. The baseline information collected provides a comprehensive look at the historical development and significance of the landscape, placing it in context of the site's overall significance. Documentation and analysis of the existing landscape identifies character-defining characteristics and features, and allows for an evaluation of the landscape's overall integrity and an assessment of the landscape's overall condition. The CLI also provides an illustrative site plan that indicates major features within the inventory unit. Unlike cultural landscape reports, the CLI does not provide management recommendations or

treatment guidelines for the cultural landscape.

Inventory Unit Description:

Thurmond, WV, is located in a remote area in the heart of the New River Gorge. The entire town has been listed on the National Register of Historic Places as an historic district since 1984. The development of Thurmond began in the late 1800s to provide support to the C&O Railroad that was beginning to prosper in the region as a means of transportation of coal from the valuable refuges in the area to the markets in the east and west. Built along the New River where it has cut deep into the surrounding mountains, topography is a major landscape feature in Thurmond. The railroad was constructed along the relatively narrow level area adjacent to the riverbed; thus many of the buildings and structures of Thurmond were perched on the steep slope of the gorge above the river. During the early part of the 20th century, Thurmond had a booming economy and had many features to support those who were living and doing business in the area. There is a small commercial district adjacent to the railroad tracks that served as the “main street” of the town, and the railroad provided the only access to Thurmond until the 1920s. Across the river was a large hotel, named the Dun Glen, that was the social center of the area. Typical of many boomtowns of the time period, as the C&O began to depend less on coal and the economy began to wane many of the structures declined and were abandoned. Much of the infrastructure that was present during Thurmond’s heyday is no longer present.

The National Register Nomination of 1984 does not include much of the Dun Glen area and Southside Junction as part of the district. However, the CLI has included these areas, along with their features, into the boundaries of the cultural landscape. It is also the recommendation of the CLI that if a revision to the National Register documentation is prepared in the future that the scope of the district boundaries be revisited.

The historic district is significant for its association with the C&O Railroad and the coal mining industry that was prevalent in this region during the late 19th and early 20th centuries. Thurmond had a thriving commercial business district during this period. The period of significance for this association is 1884 – 1950.

The Thurmond Historic District consists of properties that are owned by the National Park Service and those that are still held privately. The district includes the remnants of the C&O train yard and the passenger depot, the commercial row of buildings and the houses located on the hillside, as well as the area on the south side of the river, where the Dun Glen Hotel once stood.

While many of the features that were present during the period of significance are no longer present, there are many landscape features that still convey Thurmond’s unique history. The railroad tracks, that are now owned by CSX still run along the river’s edge and the depot has been rehabilitated to serve as a visitor center. The spatial organization of the houses perched on the hillside above the tracks and commercial district remain. While many of the houses are abandoned and some are in poor condition, there is still an opportunity to stabilize the structures and maintain this important spatial relationship. Vegetation has negatively impacted the site through the unchecked growth of kudzu and other invasive species on the hillside. However, new vegetation management techniques are available to help control this growth.

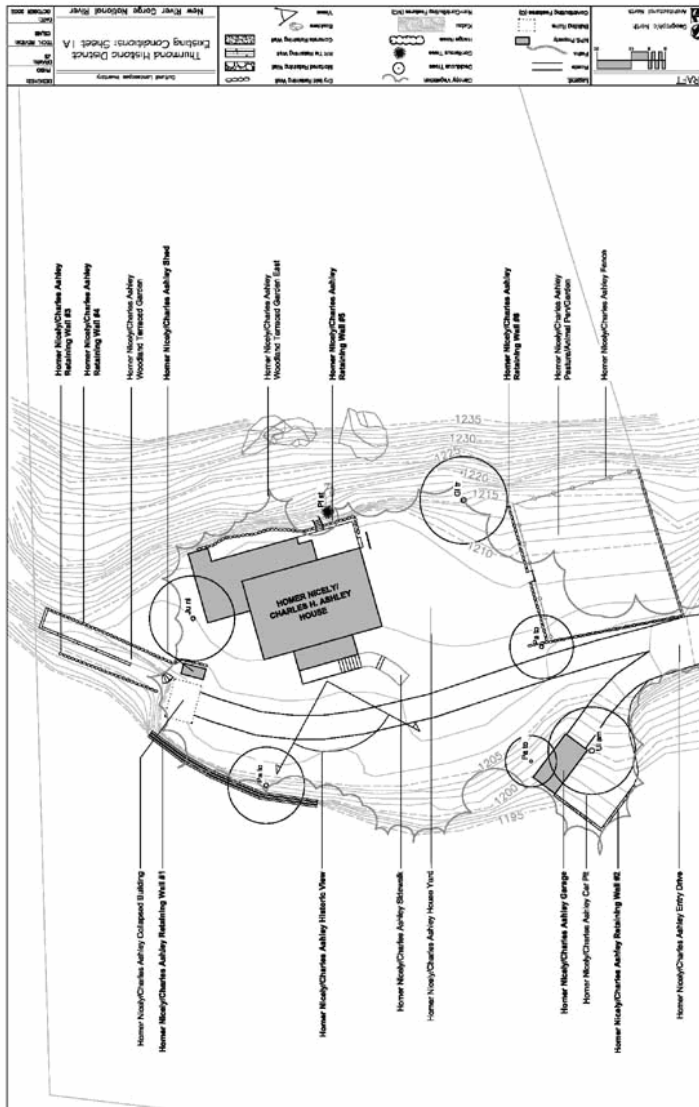
Site Plan



Thurmond Historic District Existing Conditions: Overview (See addenda for enlargement).

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Thurmond Historic District Existing Conditions: Plant List (See addenda for enlargement).



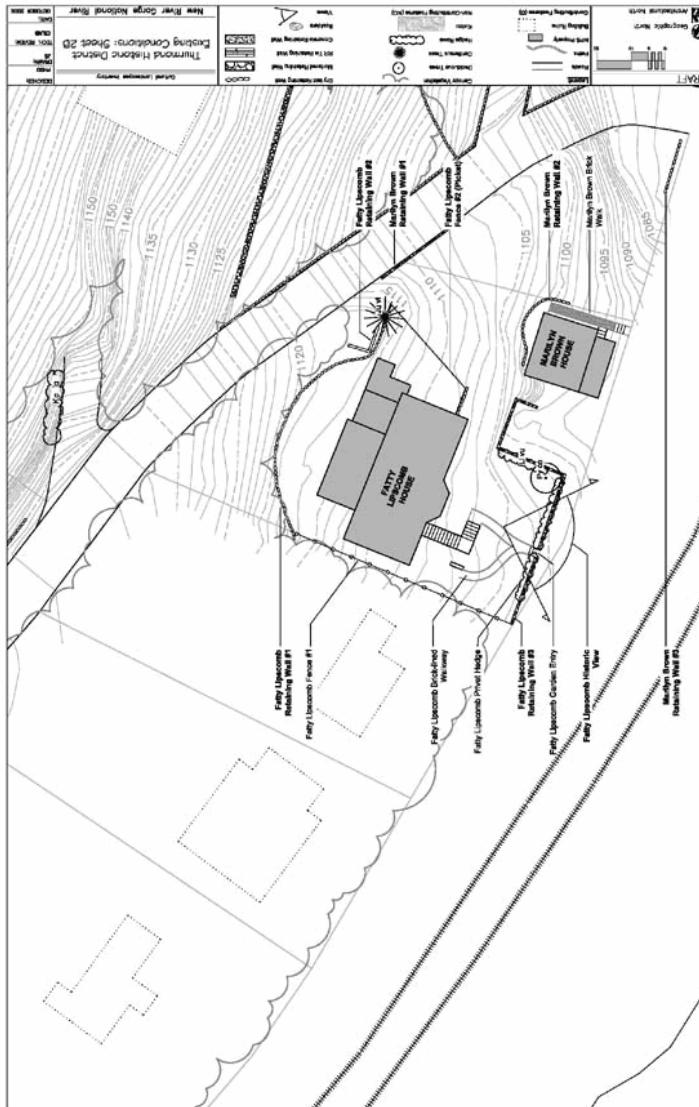
Thurmond Historic District Existing Conditions: Sheet 1A (See addenda for enlargement).



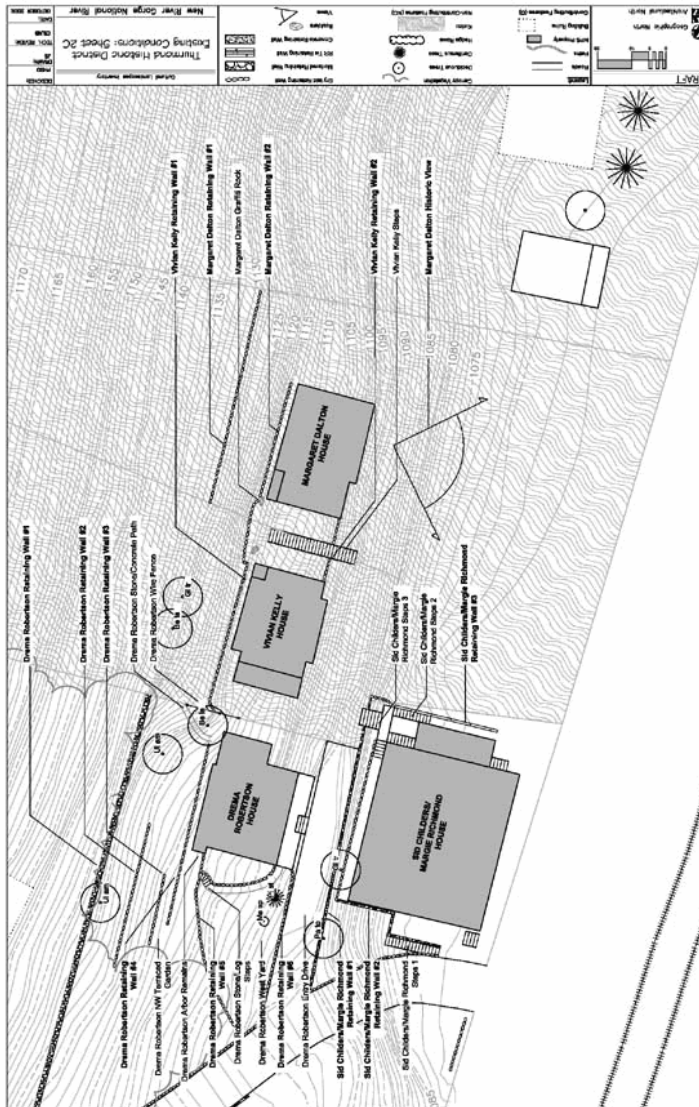
Thurmond Historic District Existing Conditions: Sheet 2 (See addenda for enlargement).



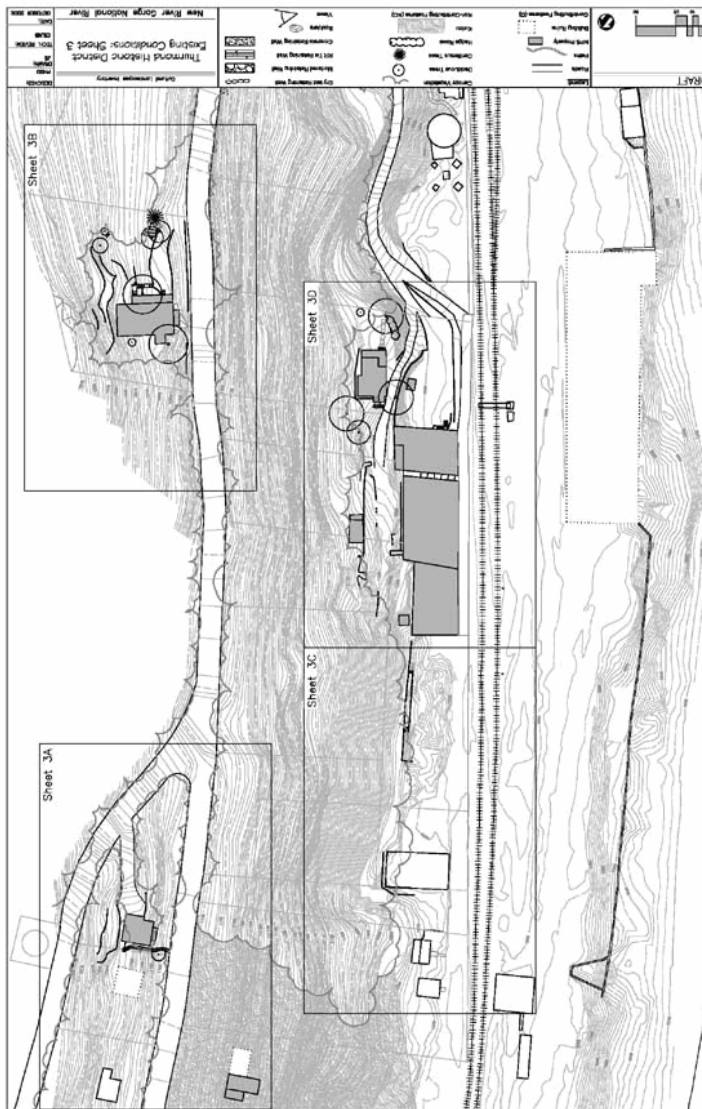
Thurmond Historic District Existing Conditions: Sheet 2A (See addenda for enlargement).



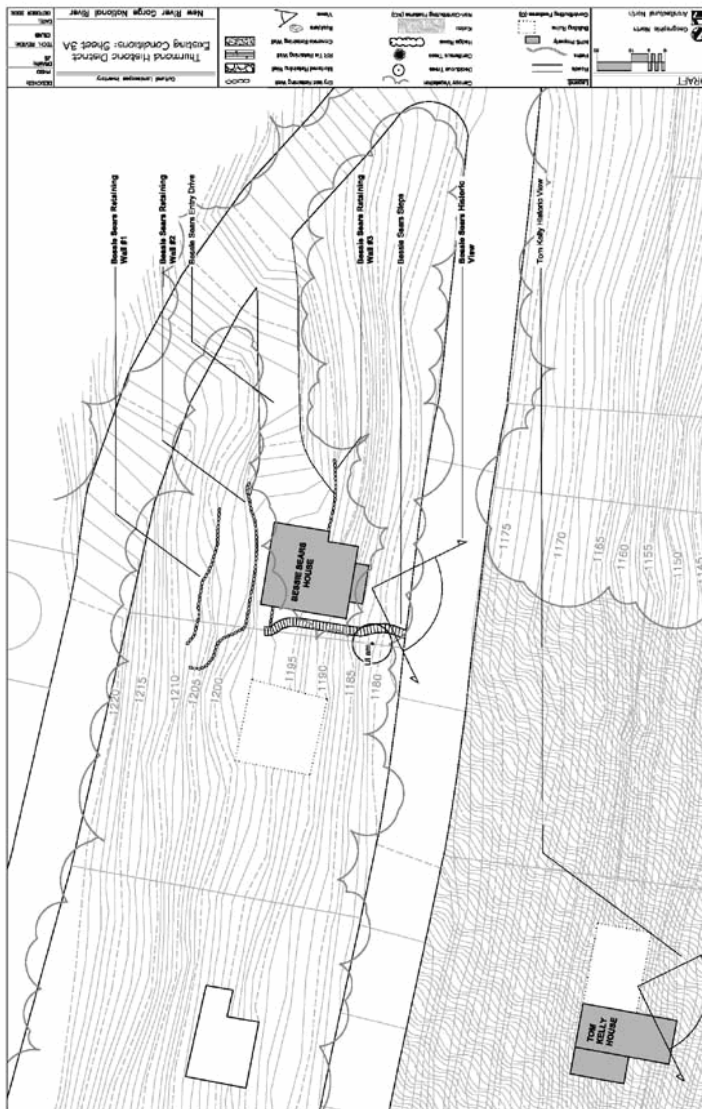
Thurmond Historic District Existing Conditions: Sheet 2B (See addenda for enlargement).



Thurmond Historic District Existing Conditions: Sheet 2C (See addenda for enlargement).

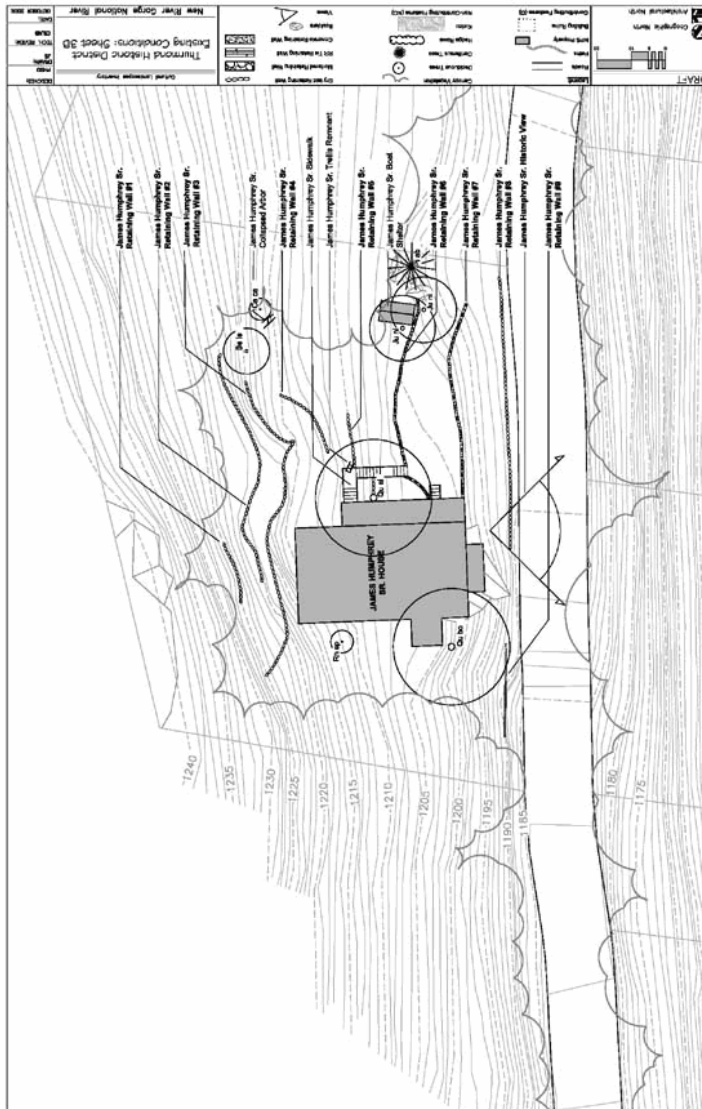


Thurmond Historic District Existing Conditions: Sheet 3 (See addenda for enlargement).



Thurmond Historic District Existing Conditions: Sheet 3A (See addenda for enlargement).

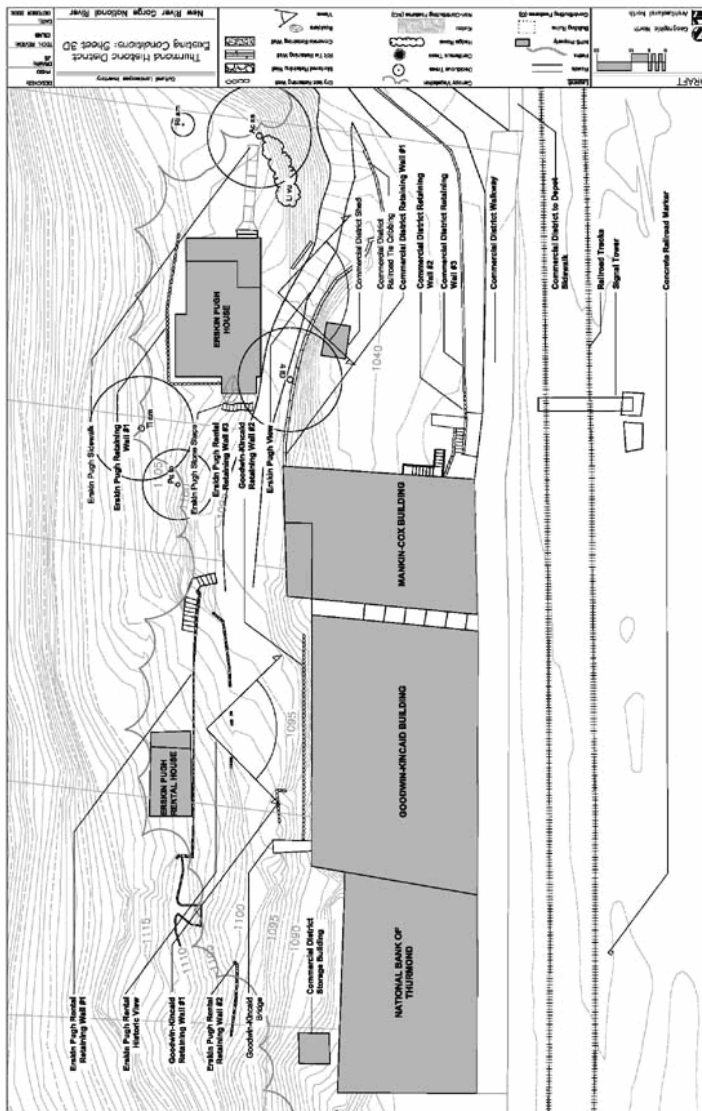
Thurmond Historic District
New River Gorge National River



Thurmond Historic District Existing Conditions: Sheet 3B (See addenda for enlargement).

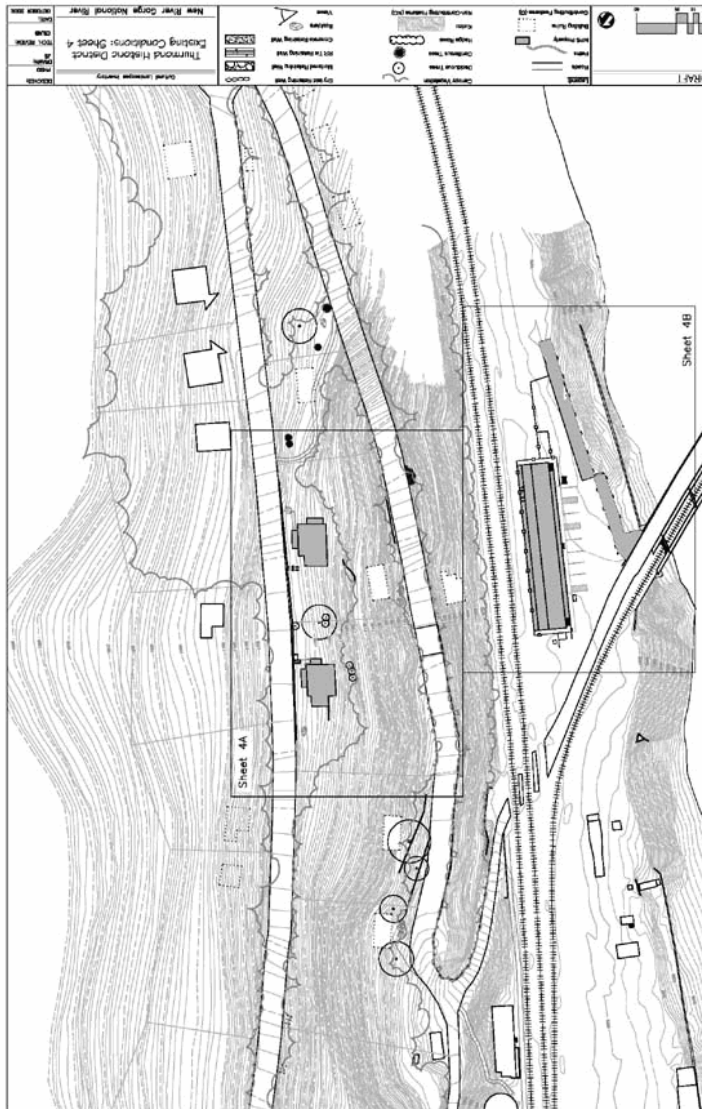
Cultural Landscapes Inventory

Thurmond Historic District Existing Conditions: Sheet 3C (See addenda for enlargement).

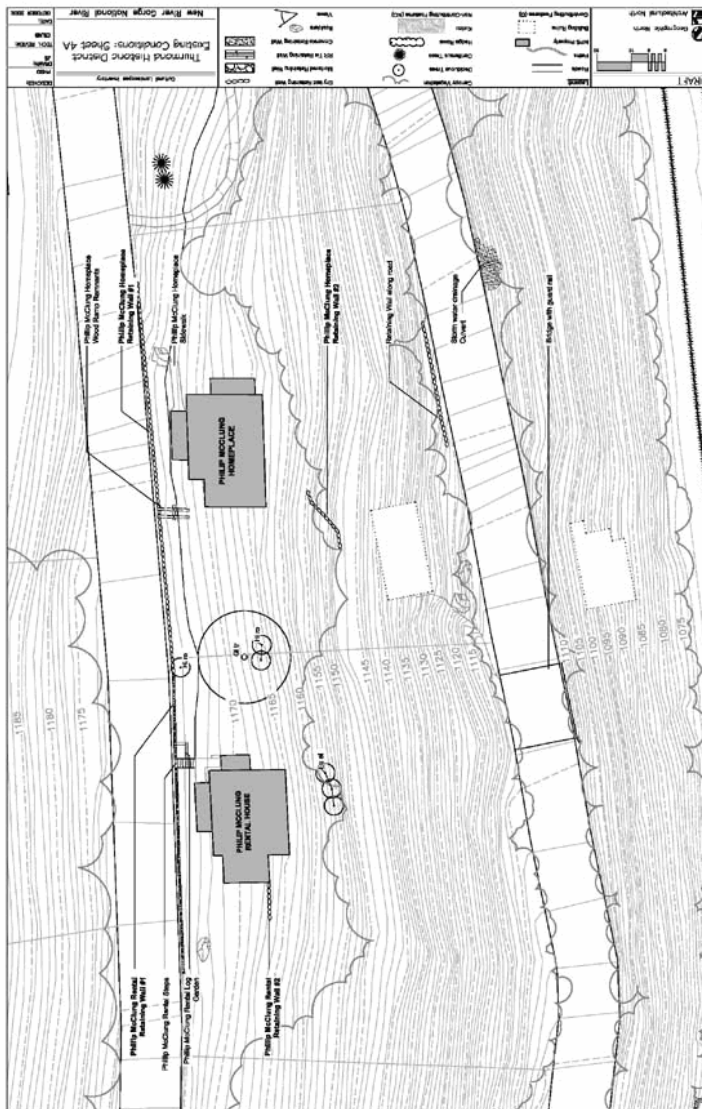


Thurmond Historic District Existing Conditions: Sheet 3D (See addenda for enlargement).

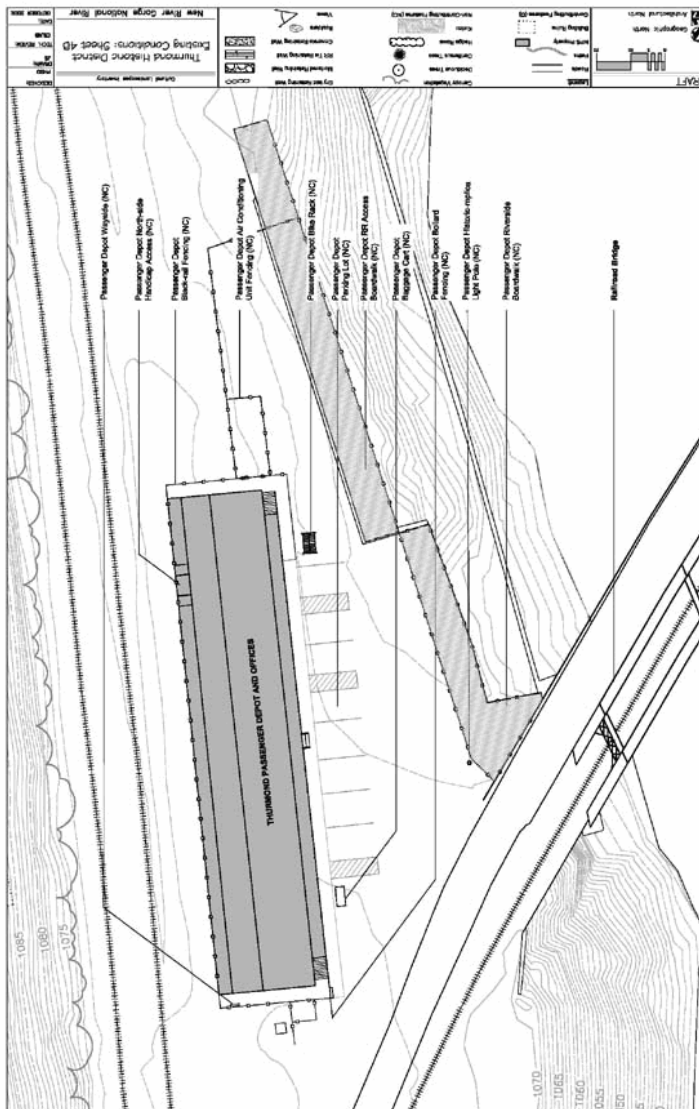
Thurmond Historic District
New River Gorge National River

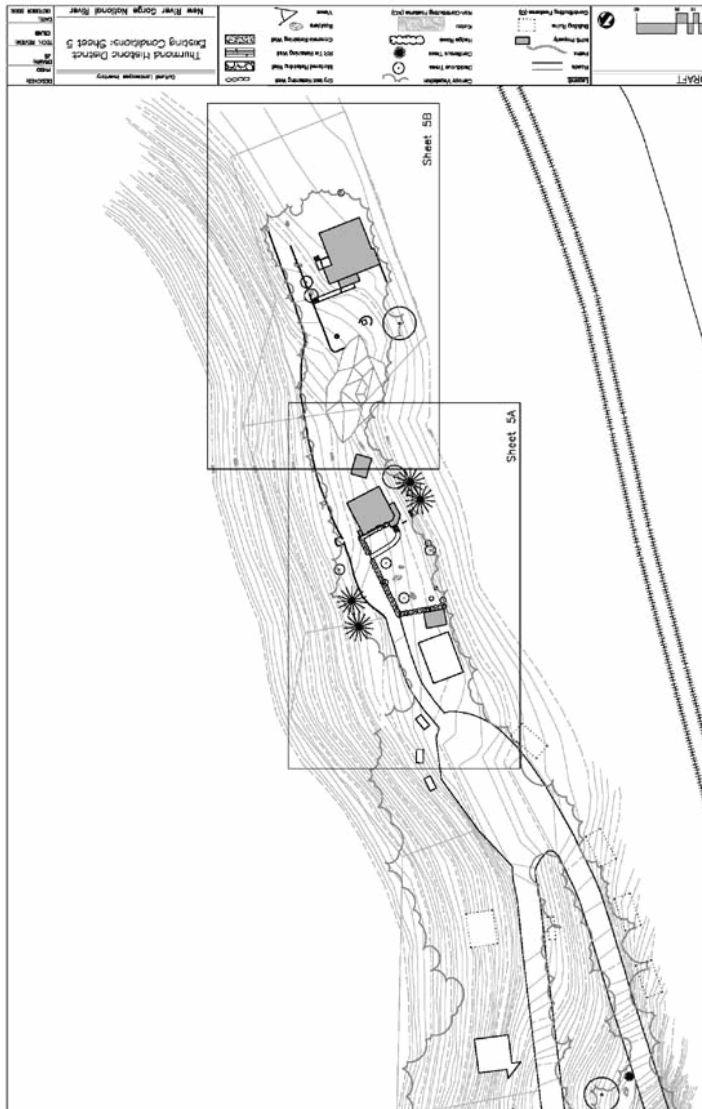


Thurmond Historic District Existing Conditions: Sheet 4 (See addenda for enlargement).

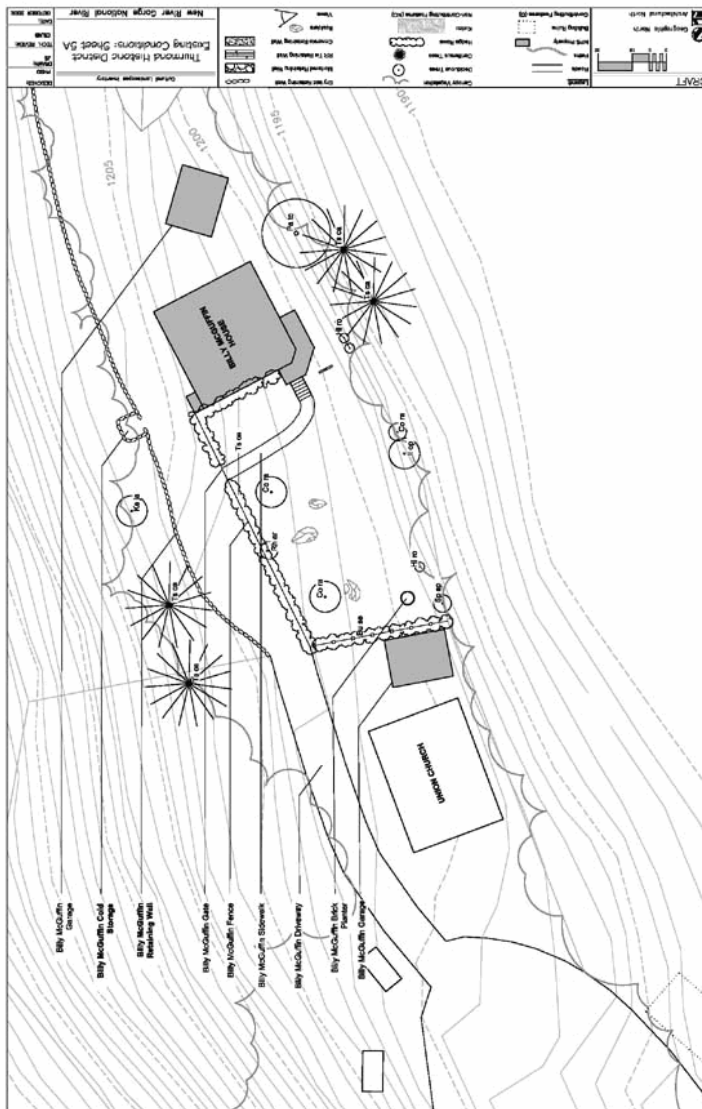


Thurmond Historic District Existing Conditions: Sheet 4A (See addenda for enlargement).

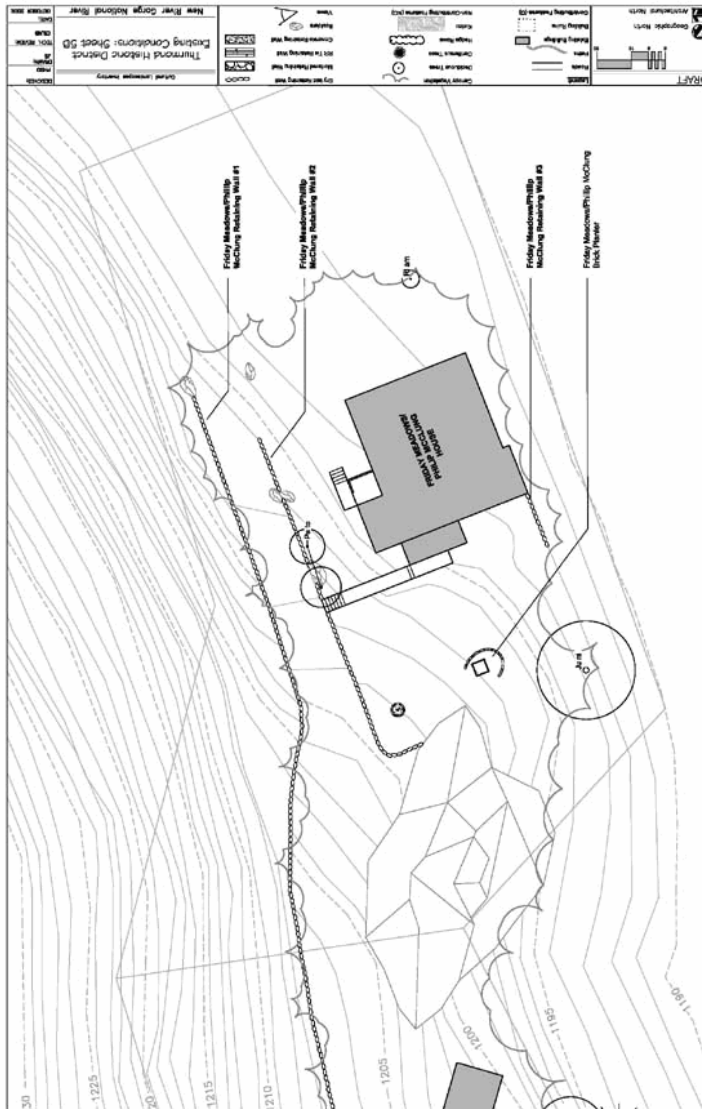




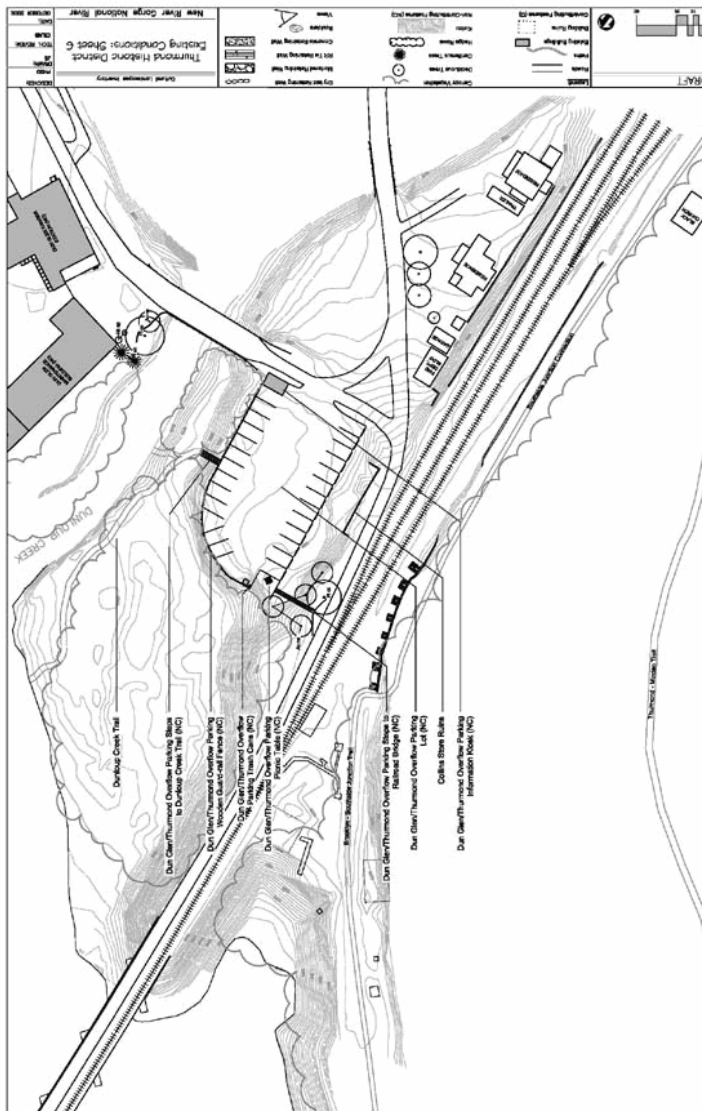
Thurmond Historic District Existing Conditions: Sheet 5 (See addenda for enlargement).



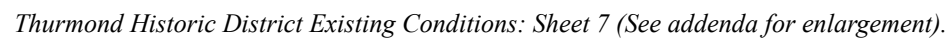
Thurmond Historic District Existing Conditions: Sheet 5A (See addenda for enlargement).



Thurmond Historic District Existing Conditions: Sheet 5B (See addenda for enlargement).



Thurmond Historic District Existing Conditions: Sheet 6 (See addenda for enlargement).



Property Level and CLI Numbers

Inventory Unit Name:	Thurmond Historic District
Property Level:	Landscape
CLI Identification Number:	300204
Parent Landscape:	300204

Park Information

Park Name and Alpha Code:	New River Gorge National River -NERI
Park Organization Code:	4780
Park Administrative Unit:	New River Gorge National River

CLI Hierarchy Description

Thurmond Historic District is listed in the Cultural Landscape Inventory and is classified as a landscape in the CLAIMS database and is located within the New River Gorge National River. The National Park Service owns a number of non-contiguous sites along the New River, some of which will be documented by the Cultural Landscapes Inventory. Thurmond is located in the northern section of the New River Gorge.

The New River Gorge National River is located in the Allegheny Cluster of the Northeast Region of the National Park Service.

Concurrence Status

Inventory Status: Complete

Completion Status Explanatory Narrative:

The field work for the Level II inventory for Thurmond, WV, was conducted in July, 2002, by Cheryl Sams, Nancy J. Brown and Joshua Shields. Further historic research was performed and the report written by Sams, which was edited by Brown. Shields prepared the existing conditions maps, which were edited by Sams and Brown.

The park contact for cultural landscape issues is David Fuerst, Cultural Resources Specialist. He can be contacted at (304)465-6530.

Concurrence Status:

Park Superintendent Concurrence:	Yes
Park Superintendent Date of Concurrence:	03/04/2003
National Register Concurrence:	Eligible -- SHPO Consensus Determination
Date of Concurrence Determination:	01/27/1984

National Register Concurrence Narrative:

The West Virginia State Historic Preservation Office determined in 1984 that the Thurmond Historic District was eligible for listing to the National Register at a state level of significance. However, the historic research prepared for the CLI indicates that due to the national importance of the Chesapeake and Ohio Railroad and Thurmond's role in the railroad's success, that the Thurmond Historic District might be nationally significant. Thurmond Historic District's level of significance should be reexamined if another nomination form is prepared in the future.

Another issue at Thurmond that might affect its eligibility to the National Register is its historic integrity. A number of character-defining features have been lost at Thurmond since it was nominated to the Register in 1984. It is unlikely, but there could be a possibility that when a new National Register Nomination has been completed that Thurmond's eligibility might be questioned due to the decreased integrity of the site.

Concurrence Graphic Information:

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**Cultural Landscapes Inventory
Condition Reassessment
2010**

Thurmond Historic District
New River Gorge National River

New River Gorge National River concurs with the condition reassessment for the Thurmond Historic District, including:


CONDITION ASSESSMENT: Good – Thurmond Historic District

Good: indicates the inventory unit shows no clear evidence of major negative disturbance and deterioration by natural and/or human forces. The inventory unit's cultural and natural values are as well preserved as can be expected under the given environmental conditions. No immediate corrective action is required to maintain its current condition.

Fair: indicates the inventory unit shows clear evidence of minor disturbances and deterioration by natural and/or human forces, and some degree of corrective action is needed within 3-5 years to prevent further harm to its cultural and/or natural values. If left to continue without the appropriate corrective action, the cumulative effect of the deterioration of many of the landscape characteristics will cause the inventory unit to degrade to a poor condition.

Poor: indicates the inventory unit shows clear evidence of major disturbance and rapid deterioration by natural and/or human forces. Immediate corrective action is required to protect and preserve the remaining historical and natural values.

The condition reassessment for the Thurmond Historic District at New River Gorge National River is hereby approved and accepted.



Superintendent, New River Gorge National River

6/15/10

Date

Condition reassessment form, June 15, 2010.

Revisions Impacting Change in Concurrence: Change in Condition

Revision Date: 06/15/2010

Revision Narrative:

Condition reassessment completed as scheduled.

Revision Date: 09/08/2004

Revision Narrative:

The condition of this cultural landscape was reassessed in 2004 following extensive work at the site by the park. No other information was revised.

Geographic Information & Location Map

Inventory Unit Boundary Description:

The Thurmond Historic District landscape includes property on both sides of the New River which are connected by the railroad bridge spanning the New River. These properties will be discussed as two separate pieces that represent a larger landscape.

The property line for the landscape south of the New River begins at the intersection of Highway 25 (Thurmond/McKendree Road) and Highway 25/2 (Beury Mountain Road). From there, the property line heads northwest following the CSX (Formerly C & O) tracks for approximately 2,000 feet, at which point it turns due north and runs approximately 250 feet to the edge of the river. The boundary then heads east-southeast for 3,500 feet turning south for 300 feet in order to encompass the southern edge of Southside Junction. Finally, the property line runs nearly 1,500 feet to its original point of origin.

The boundary line for the landscape north of the New River begins at the end of the railroad truss bridge on Highway 25/2 (Beury Mountain Road). From this point the boundary line runs northwest approximately 2,000 feet before turning north for nearly 1,500 feet. The boundary then heads east for 900 feet coming to rest near the Homer Nicely/Charles Ashley House. To encompass the residences uphill from the Commercial District, the property line then continues south-southeast for 3,500 feet before turning west and continuing 700 feet to the edge of the New River. Finally, the property line runs north-northwest nearly 400 feet to its point of origin on the bridge.

State and County:

State: WV

County: Fayette County

Size (Acres): 139.00

Boundary UTMS:

Source:	USGS Map 1:24,000
Type of Point:	Point
Datum:	NAD 27
UTM Zone:	17
UTM Easting:	492,640
UTM Northing:	4,200,870
Source:	USGS Map 1:24,000
Type of Point:	Point
Datum:	NAD 27
UTM Zone:	17
UTM Easting:	493,060
UTM Northing:	4,200,410
Source:	USGS Map 1:24,000
Type of Point:	Point
Datum:	NAD 27
UTM Zone:	17
UTM Easting:	493,360
UTM Northing:	4,200,860
Source:	USGS Map 1:24,000
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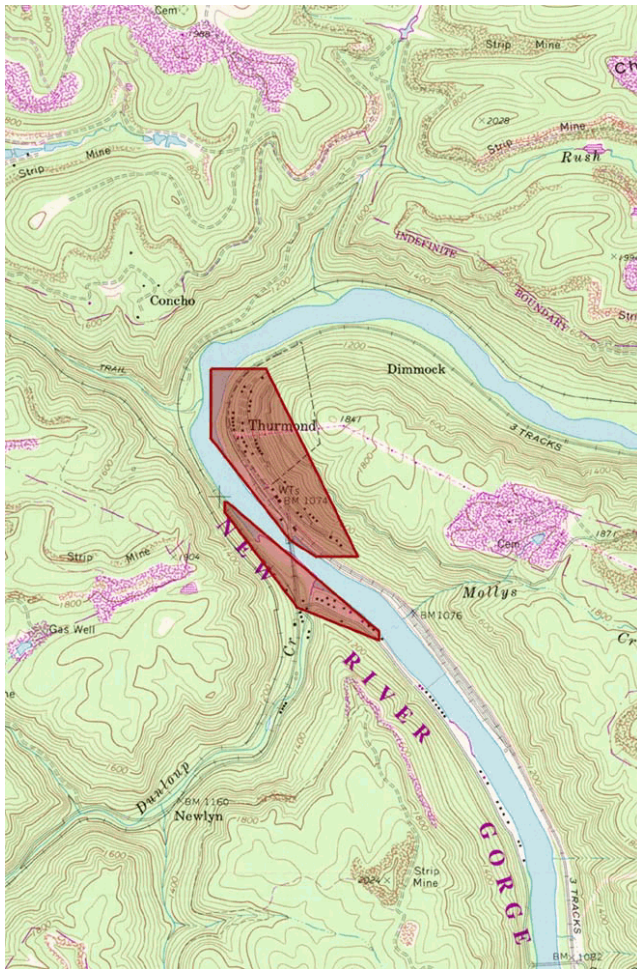
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Thurmond Historic District
New River Gorge National River

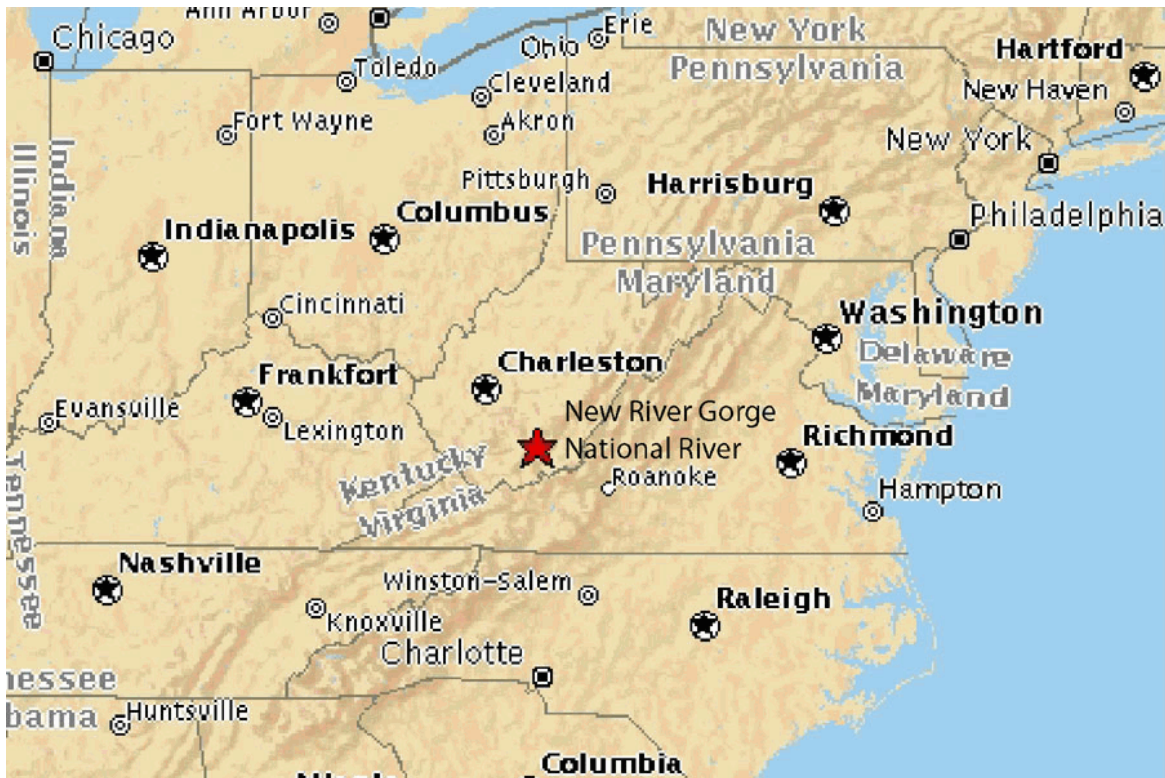
Location Map:



Location of the Thurmond Historic District within the New River Gorge National River (Source: <http://www.nps.gov/neri/graphics/parkmap.gif>).



USGS map with general boundary of Thurmond Historic District. (Source: Thurmond, WV., Quadrangle, USGS 1988).



*Location of New River Gorge National River within the Mid-Atlantic Region of the United States
(Source: www.mapquest.com).*

Regional Context:

Type of Context: Cultural

Description:

The Thurmond Historic District is located within a rural area of West Virginia, approximately 25 miles from Beckley, WV. The area was developed during the industrial age of the New River Gorge to provide services to railroad employees and coal extractors.

Type of Context: Physiographic

Description:

The Thurmond Historic District is located in the Allegheny section of the Appalachian Plateaus Province. This section is indicated by a regular succession of high, sharp ridges separated by sharp, V-shaped valleys. The New River, a dominant natural feature near Thurmond, is a sharply dropping river. Its elevation drops as quickly as 17.3 feet per mile, which formed the sharp gorge for which this area is known. The gorge was plentiful with bituminous coal, which is why the area was developed in the late 1800s.

Type of Context: Political

Description:

The Thurmond Historic District is located in Fayette County, West Virginia. It is accessed by Route 25, which runs along the Dunloup Creek (formerly Loup Creek) from Dun Glen, WV.

Management Information

General Management Information

Management Category: Must Be Preserved And Maintained

Management Category Date: 11/01/1982

Management Category Explanatory Narrative:

General Management Plan

Agreements, Legal Interest, and Access

Management Agreement:

Expiration Date: NOT APPLICABLE

NPS Legal Interest:

Type of Interest: Fee Simple

Public Access:

Type of Access: Other Restrictions

Explanatory Narrative:

The town of Thurmond has unrestricted access. However the visitor center in the former depot is only open seasonally, and all other NPS buildings are closed at all times.

Adjacent Lands Information

Do Adjacent Lands Contribute? Yes

Adjacent Lands Description:

As one of the main reasons for Thurmond's historic significance is that it was a thriving commercial center in a very remote location, it is reasonable to assume that adjacent land uses would not affect the town today. Located deep in the heart of the New River Gorge, the Thurmond Historic District is isolated by steep topography and water. Therefore it does not face any adjacent development pressures, and its current setting compliments its historic significance. However, it should be noted that the National Park Service does not own all the property within the historic district, thus alterations to these properties, such as removing the coal tower, could negatively impact the district.

National Register Information

Existing NRIS Information:

Name in National Register:	Thurmond Historic District
NRIS Number:	84003520
Primary Certification:	Listed In The National Register
Primary Certification Date:	01/27/1984

Significance Criteria: A - Associated with events significant to broad patterns of our history

Significance Criteria: C - Embodies distinctive construction, work of master, or high artistic values

Period of Significance:

Time Period:	AD 1884 - 1950
Historic Context Theme:	Changing Role of the U.S. in the World
Subtheme:	Commerce
Facet:	Commerce
Other Facet:	None
Time Period:	AD 1884 - 1950
Historic Context Theme:	Developing the American Economy
Subtheme:	Extraction or Mining Industries
Facet:	Other Metals And Minerals
Other Facet:	Coal Mining
Time Period:	AD 1884 - 1950
Historic Context Theme:	Developing the American Economy
Subtheme:	Transportation by Land and Air
Facet:	Railroads and Railyards
Other Facet:	None

Area of Significance:

Area of Significance Category: Transportation

Area of Significance Subcategory: None

Area of Significance Category: Industry

Area of Significance Subcategory: None

Area of Significance Category: Commerce

Area of Significance Subcategory: None

Area of Significance Category: Architecture

Area of Significance Subcategory: None

Statement of Significance:

To have historical significance, a landscape must be associated with at least one of four criteria established by the National Register of Historic Places. The four criteria are: Criterion A) Associated with events that have made a significant contribution to the broad patterns of our history; Criterion B) Associated with the lives of persons significant in our past; Criterion C) Embodies distinct characteristics of a type, period or method of construction or represents a significant and distinguishable entity whose components may lack individual distinction; Criterion D) has yielded, or may be likely to yield, information important in prehistory or history. These criteria can be judged to be significant at the national, state or local level.

Thurmond, WV, is located in a remote area in the heart of the New River Gorge. The entire town has been listed on the National Register of Historic Places as an historic district. The historic district is significant at the state level under Criterion A for its association with the C&O Railroad and the coal mining industry that was prevalent in this region during the late 19th and early 20th centuries. Thurmond had a thriving commercial business district during this period. The Thurmond Historic District is also significant at the state level under Criterion C for its railroad architecture, vernacular worker housing and simple commercial buildings, which are typical for a West Virginia boomtown during its industrial history. The period of significance for both of these criteria is 1884-1950.

The town of Thurmond, WV, was founded by Captain William Dabney Thurmond in the 1870s. Captain Thurmond knew that the mountains surrounding the New River were rich in coal and decided to

speculate on a site on the river that otherwise seemed useless due to its remote location and steep topography.

Thurmond became a key point on the C&O Railroad line due to its proximity to two creeks leading down slope on the opposite side of the river from the main C&O line. These creeks provided direct access to the valuable coal in the upper gorge. After the railroad bridge crossing the river was completed, the C&O decided to use the Thurmond location for train assembly and engine repair.

Thurmond began to take shape after this decision was made. The C&O sent workers and managers to layout the train yard, and the Thurmond family immediately saw the opportunity to capitalize on the Captain's earlier investment by building houses to rent to the workers. They sold other parcels of their property to developers who built the commercial buildings along the tracks. The town of Thurmond became a commercial center for the New River Gorge and a high revenue producer for the C&O Railroad. Built with the boomtown mentality that was prevalent during the industrial period of West Virginia, as opportunities in the region decreased or buildings were burned, people packed up and moved on. Therefore, many of the features that existed during Thurmond's peak period of use have been lost. While this loss of features is typical in an abandoned boomtown, it unfortunately diminishes the historic integrity of the site.

The Thurmond Historic District maintains many features from the period of significance, such as the passenger depot, three business district buildings, some of the railroad features and all of the remaining houses. However, the majority of the railroad features that were indicative of the vast amount of railroad business that transpired on a daily basis in Thurmond have been removed. Many of the houses remaining in the Thurmond Historic District are in very poor condition, with some near collapse. The landscape in the district has been altered dramatically since the period of significance by the invasive growth of plants such as kudzu.

Chronology & Physical History

Cultural Landscape Type and Use

Cultural Landscape Type:	Vernacular
Current and Historic Use/Function:	
Primary Historic Function:	Business
Primary Current Use:	Picnic Shelter

Other Use/Function	Other Type of Use or Function
Professional	Historic
Rail Yard	Both Current And Historic
RR Bridge	Both Current And Historic
Station (Depot)	Both Current And Historic
Single Family House	Both Current And Historic
Boat Launching Area	Current
Meeting Hall (Fraternal)	Historic
Leisure-Passive (Park)	Current
Vacant/Maintained (Mothballed)	Current
Financial Institution (Bank)	Historic
Restaurant (Bar, Lounge)	Historic
Hotel (Boarding House)	Historic
Theater (Cinema)	Historic

Current and Historic Names:

Name	Type of Name
Southside Junction	Historic
Thurmond Historic District	Current
Dun Glen	Historic
Thurmond, WV	Both Current And Historic

Ethnographic Study Conducted: No Survey Conducted

Ethnographic Significance Description:

The CLI research has discovered no specific traces of Native American use within the Thurmond Historic District, but the district has not been evaluated for its archeological resources. There has been documentation of African Americans both working as laborers and as railmen in Thurmond. There is also documentation of an African American community that grew on the south side of the river. More research into the ethnohistory of Thurmond, particularly in the early 20th century is needed, and additional ethnographic associations may be documented through this further research.

Chronology:

Year	Event	Annotation
11000 - 8000 BC	Inhabited	Paleo Indian Period: Native American habitation in New River Gorge (Land and Community Associates 1994, 2-2).

Thurmond Historic District
New River Gorge National River

8000 - 1000 BC	Inhabited	Archaic Period: Native American habitation in New River Gorge (Land and Community Associates 1994, 2-2).
1000 BC - AD 900	Inhabited	Woodland Period: Native American habitation in New River Gorge (Land and Community Associates 1994, 2-2).
AD 900 - 1650	Inhabited	Late Prehistoric Period: Native American habitation in New River Gorge (Land and Community Associates 1994, 2-2).
AD 1650 - 1770	Inhabited	Protohistoric Period: Native American habitation in New River Gorge (Land and Community Associates 1994, 2-2).
AD 1790	Built	State Road provided access to the New River Gorge and enabled more settlement.
AD 1873	Built	Chesapeake and Ohio Railroad completed from Richmond, Virginia, to Huntington, West Virginia.
	Purchased/Sold	W. D. Thurmond acquires 73 acres at the mouth of Arbuckle Creek.
AD 1884	Built	Joseph Thurmond constructs first house at Thurmond.
AD 1887	Built	Southside railroad line constructed to connect with the C&O mainline at Thurmond.
AD 1888	Established	Post Office established at Thurmond.
AD 1889	Built	Steel truss railroad bridge was built across the New River and a four-track rail yard was completed at Thurmond.
AD 1891	Built	W. D. Thurmond constructed the first frame hotel in Thurmond.
AD 1892 - 1893	Built	Loup Creek Branch railroad line was built following the Loup Creek from Glen Jean to Thurmond.
AD 1897	Built	First C&O passenger station and engine house was constructed.

AD 1901	Built	T. G. McKell's Dun Glen Hotel opens at Southside Junction.
	Destroyed	First Hotel Thurmond destroyed by fire.
AD 1902	Built	New Hotel Thurmond (later known as Lafayette Hotel) opened.
AD 1903	Built	Armour Packing Co. building constructed adjacent to Hotel Thurmond.
	Destroyed	C&O passenger depot destroyed by fire.
	Established	Town of Thurmond incorporated. Southside Junction incorporated by T.G. McKell as part of Glen Jean.
AD 1904	Established	New River Banking & Trust, the first bank in Thurmond, opens in the Dun Glen Hotel.
	Built	Existing commercial district begins to take shape with construction of Mankin-Cox Building.
AD 1905	Built	New Thurmond passenger depot and office building completed.
AD 1906	Built	Goodwin-Kincaid Building constructed west of Mankin-Cox Building.
AD 1908	Destroyed	Fire on the southside of the river destroys several businesses near Dun Glen Hotel.
AD 1914	Altered	Thurmond Depot enlarged 15' on east end to accommodate growing freight and passenger traffic in Thurmond.
AD 1913	Damaged	False work added to Thurmond bridge to carry heavier engines washes away.
AD 1915	Reconstructed	Thurmond railroad bridge rebuilt.

AD 1919	Built	Glen Jean to Thurmond road completed.
AD 1921	Expanded	Thurmond Engine House extended 99' to accommodate larger engines.
AD 1922	Built	New C&O concrete coaling station at Thurmond begins operation.
	Destroyed	Fire destroys Southside Thurmond major business center.
AD 1923	Established	National Bank of Thurmond moves to offices at west end of Thurmond commercial district.
AD 1927	Built	Bunkhouse constructed between the depot and engine house to lodge enginemen and trainmen awaiting work at Thurmond.
AD 1929	Built	C&O commissary building (current post office) constructed by D.D. Fitzgerald.
AD 1930	Destroyed	Fire destroys Dun Glen Hotel.
AD 1931	Abandoned	National Bank of Thurmond fails.
AD 1940	Purchased/Sold	New River Company, one of Fayette County's largest coal producing concerns, assumes ownership of William McKell's 23,000 acres of land.
AD 1941	Altered	Depot facilities improved, new tile and wainscoting added, water closets redone, and wood partitions replaced with metal in toilets.
AD 1958	Abandoned	Last steam locomotive operating in New River region retired.
AD 1960	Built	Diesel fueling facilities installed at Thurmond.
AD 1963	Destroyed	LaFayette Hotel (Hotel Thurmond) and Armour Building destroyed by fire.

	Abandoned	Thurmond freight depot retired and subsequently demolished.
	Altered	Thurmond engine house becomes car repair shop.
AD 1978	Established	New River Gorge National River designated a unit of the National Park Service.
AD 1984	Demolished	c.1984 – Thurmond bunkhouse dismantled.
AD 1985	Abandoned	c.1985 – Car repair shop closes, resulting in abandonment of engine house.
AD 1991 - 1992	Demolished	10 sets of tracks, car repair house, electric car puller house, and car department tool house removed by CSX.
AD 1993	Destroyed	Engine house destroyed by fire, and tracks leading to the engine house removed during clean up.
AD 1998	Demolished	Water tanks demolished by CSX for safety reasons.
AD 1995	Rehabilitated	National Park Service rehabilitates the passenger depot.
AD 2002	Rehabilitated	National Park Service rehabilitates the commercial row buildings.
AD 1654	Explored	European discovery of New River in southwest Virginia

Abram Wood

AD 1674	Explored	Early European account about lower New River
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Gabriel Arthur

Physical History:

Native American Culture History and European Exploration: ca. 11,000 BC – 1790 AD

Archeological research in the New River Gorge indicates that prehistoric occupation was continuous in the New River region from the Paleo Indian period to the Historic period (NPS-GMP 1982, 69). Dating back to the Paleo Indian period of ca. 11,000 BC – 10,000 BC, the Native Americans in the New River Gorge region were mostly small, free-wandering groups that subsisted by hunting large game animals and foraging wild plants. (Fuerst 1981, 83) As they moved into the early Archaic period, the more temperate climate allowed the Native Americans to “shift to a more ‘diffuse’ subsistence mode based on seasonal hunting and gathering” (Fuerst 1981, 84). The late Archaic period is indicated by a more settled people who supplemented the hunting and gathering by harvesting sunflowers, pumpkins and gourds (Fuerst 1981, 87). As they progressed to the woodland period, the Native Americans had sedentary villages with economies based on intensive maize-based agriculture. The Native Americans were present in this area up through contact with European explorers in the late 1600s.

The first explorer to discover the New River was Abram Wood in 1654, but the first explorers to systematically investigate the New River in southwest Virginia were Thomas Batts and Robert Fallam in 1671. They were sent out from Virginia by Major General Abraham Wood to find water on the other side of the mountains (Unrau 1996, 108). They discovered a stream that began to flow west instead of east and claimed all land drained by the river’s water for England. In 1674 Gabriel Arthur was captured by Tomahittan Indians and taken to a large settlement along the Ohio River.

Early Settlement 1740-1840

The early European settlement in the New River Gorge began after the English made the Treaty of Lancaster with the Six Nations in 1744. The treaty purchased all the land between the Alleghenies and the Ohio River from the Six Nations for 400 pounds. However, the Shawnee Indians disputed that all the land purchased by England did not belong to the Six Nations. During the late 1780s pioneer settlements in the area were abandoned, and not reoccupied until depredations ceased in the 1790s.

There were several ways men could lay claim to areas in the New River Gorge. Since at this time this land was part of Virginia, a common way to claim land was known as “corn rights” (Unrau 1996, 118). A settler would choose an area and clear the land of trees and plant corn. After the corn was grown, the settler would send a claim for the land to Richmond, the capital of Virginia, for the land. As long as no other claims on the piece of property were made within six months of the original claim, a patent for the land would be issued to the settler. Parcels of land would also be given to men for payment for their service in the French and Indian and Revolutionary Wars.

Early European settlers in the 1700s and early 1800s were primarily English, German and Scotch Irish. The completion of the Old State Road from the James River to Kanawha Falls in

1790 made the New River area more open to settlement. The settlers tended to follow a dendritic pattern when choosing their lands. They would first choose the lower land adjacent to the New River and its tributaries. Then as the fertile lower lands were filled, they would move up onto the ridges and plateaus of the Allegheny Mountains. The farms during this time were subsistence farms that would only provide for their immediate family. During this period the farms were very remote and had little contact with others. The settlers needed to be self-reliant for all of their necessities: food, shelter, clothing and tools.

Agricultural Development: 1860 –1900

By the late 1800s agriculture began to develop beyond simple subsistence farms. “West Virginia was a fairly homogenous rural state, with about 80 percent of its people engaged in general agriculture, including both horticulture and animal husbandry” (Unrau 1996, 113). However, the farms in the New River Gorge “remained essentially diversified and independent, producing primarily for their own use. During the mid-to-late 19th century, Appalachia contained a greater concentration of noncommercial family farms than any other area of the nation” (Unrau 1996, 123).

Thurmond, WV, the C&O Railroad and the Coal Industry: 1870s –1950s

The New River Gorge was plentiful in natural resources; the hillsides were covered with good timber for lumbering, and the mountains had seams of bituminous coal, referred to as “smokeless coal”, that had little sulfur, low ash and high carbon content that produced relatively clean, hot-burning fuel. However, the physical obstacles of the gorge prevented a viable method of removing the resources and delivering them to markets. As early as 1784, George Washington proposed using the New River as a route for a canal connecting the tidewater of Virginia with the Ohio River, with the ultimate goal of reaching New Orleans and the Gulf of Mexico. In 1812 Chief Justice John Marshall headed up a survey of the New River Gorge. His surveyor, Andrew Alexander of Rockingham County, Virginia, created a detailed map, which was published in 1814. The Virginia Legislature commissioned the study to evaluate the feasibility of constructing a canal connecting the James River to the budding salt industry in the Kanawha Valley. The survey was done along the Jackson, Greenbrier, and New Rivers, ending at its confluence with the Gauley River and Kanawha Falls. This canal though the gorge would have provided a means of transportation for the New River Gorge resources, but the canal was abandoned at the headwaters of the James River when railroads became increasingly more prevalent in the mid-to-late 19th century.

The Chesapeake and Ohio (C&O) Railroad planned to use a similar path to that proposed by George Washington to establish a railroad from the Chesapeake Bay to the Ohio Valley. They even purchased much of the right of way acquired by the canal company along the rivers to build the railroad. The C&O Railroad, which would provide access to the New River Gorge’s natural resources, was completed in 1873.

After the railroad came, numerous mining towns grew up throughout the region. Millions of tons of coal and coke were produced in the region and thousands of people took up residence in the gorge. The timing of the completion of the C&O Railroad was ideal to supply the industrializing

nation with “smokeless coal”. The demand for coal was growing exponentially in the late 19th century; coal powered industry, fueled the railroads, and heated homes. The railroads also opened the New River Gorge to the logging industry. The virgin hardwood forests of the Appalachians in West Virginia were very tempting to the lumber magnates of the East who were looking for new sources of lumber. The railroads offered a means to inexpensively move the lumber to their markets, and many temporary lumbering camps were established throughout the gorge.

Thurmond, WV, was situated in an area along the New River to enable it to grow as a different kind of boomtown than the company coal towns that sprung up near the mines. Captain William Dabney (W.D.) Thurmond was a Virginian who moved to Fayette County in 1842. He purchased a 73-acre tract of land on the east side of the New River in 1873, the same year that the C&O Railroad was completed. However, the town of Thurmond did not become a stop on rail line until after the bridge across the New River was proposed in 1888. The bridge would allow coal brought down the Arbuckle and Dunloup Creeks to be transferred across the river and connected with trains on the main C&O line at Thurmond. Charles T. Thurmond petitioned that another mail stop be added at Thurmond along the route supplied by the Newport News and Mississippi Valley Railroad Company. The earlier established Riverview stop was located approximately three quarters of a mile south of this proposed post office. But Charles Thurmond made the argument that due to the proposed bridge and the future coal business traffic, that an office in the Thurmond area would be necessary. After the bridge was completed in 1889, the C&O Railroad constructed an assembly yard for the trains at Thurmond, and Captain W. D. Thurmond and his family responded to the housing needs of the railroad workers by building approximately 30 houses near the tracks and up the steep slope of the gorge. Unlike company coal towns, such as Quinnimont and Nuttalburg, that established company stores and housing for the workers, the C&O Railroad was only interested in investing in running the railroad. Therefore, there was an opportunity for private entrepreneurs to establish businesses in the town to provide services for the rail workers and others in the town.

In addition to the houses built by the Thurmond family, they built the first hotel in the town in 1891. The original wood-framed hotel burned in 1901 and was rebuilt as a brick building in 1902. Local coal baron Thomas G. McKell owned much of the land of Southside Junction, which was located on the opposite side of the river from Thurmond and some of the land directly adjacent to Captain Thurmond’s land. McKell operated his enterprises from his bank up Dunloup Creek in Glen Jean, WV. He built the large Dun Glen Hotel adjacent to the Dunloup Creek in 1901, which burned down as the result of defective wiring on July 22, 1930. This hotel became the social center for the New River Gorge in the first part of the 20th century, and much of the regional convention business was transacted here. The hotel had a reputation for drinking, gambling and other unwholesome activities. Captain Thurmond objected to this type of behavior, so he incorporated Thurmond in 1903 so that he could add ordinances prohibiting these activities. McKell quickly incorporated Southside Junction as part of Glen Jean to keep his land from being added to Thurmond.

“A small community of (African Americans) developed in the Dun Glen area over the years,

and they established a literary society that held meetings in the employees' living quarters of the Dun Glen Hotel. The success of the literary society led to organization of a Sunday School and then a church by 1914. After outgrowing its limited quarters in the Dun Glen, the (African American) church moved its meetings across the river to a rooming house in Thurmond. Around 1918 the (African American's) church services were moved back across the river to a school building near the Dun Glen Hotel. With the help of McKell, they were provided a piece of ground near the hotel in the early 1920s on which they erected a church structure, generally referred to as the Southside Junction Black Church" (Unrau 1996, 71). The church is situated on a bench of land located just above the railroad tracks that lead to Glen Jean and Mt. Hope. This church is owned by the NPS, but is not included in the current National Register listing.

The three commercial buildings located along the tracks in Thurmond were built in the early 1900s and by 1910 the town boasted a Western Union and Adams Express Office, a telephone exchange and district offices of the Chesapeake and Potomac Telephone Company, two general stores, two coal company offices, a restaurant, a drug store, two milliners, a law office, a wholesale distributor, a shoemaker, a jeweler and a photographer (Unrau 1996, 71). Thurmond was accessible only by railroad in the early years, and the lack of other types of transportation was indicated by railroad tracks forming the main street of the town. As the coal industry in the New River Gorge began to prosper in the early 20th century, the C&O Railroad expanded their operations at Thurmond. The railroad features along the river's edge increased with a new and enlarged passenger depot, a cargo warehouse, several water towers to supply water to the steam engines, an engine repair shop and many smaller buildings for railroad support and staff housing. Thurmond became one of leading moneymakers for the C&O.

The bustling life in Thurmond hummed along the commercial row, which was located immediately adjacent to the C&O tracks. The proximity to the railcars and coal made the town dirty and fairly dangerous. People would walk on the tracks to avoid walking through the thick soot on the sidewalks. Even though signs warning about heavy rail use abounded, there were occasional accidents of people being hit by trains. The proximity of the town to the steam engines caused more damage than simply dirt; many of the buildings and houses fell victim to fire from errant sparks and ash from the trains.

The first major factor to change the town was the automobile road that was completed in 1912 from Glen Jean to Thurmond following the tracks along the Dunloup Creek. This road and the proliferation of affordable cars in the 1920s allowed railroad workers to live in places outside the New River Gorge like Oak Hill, WV. As people began to move away, many of the businesses that burned in the town did not rebuild and the population decreased further. The final change that altered Thurmond's viability was when coal became a less popular fuel method, and specifically when railroads began using diesel instead of steam engines. This reduced the size of the residential work force needed to service the steam engines in the town. The C&O resisted the changeover to diesel since such a large portion of their profits was from coal, but by 1948, they could no longer ignore the cost savings of diesel and ordered their first diesel engines. The C&O retired its final steam engine in 1958.



Thurmond depot and railroad bridge in the early 20th century (NERI 2434).



View of commercial district in the 1920s (NERI 1824).



Dun Glen Hotel located on the south side of the New River c. 1901 (NERI 0842).

Post-coal recession in Thurmond: 1950s – 1970s

After the C&O changed over to diesel engines, Thurmond became less of a major hub for the railroad. Diesel engines were maintained at other locations, so the engine house was transformed into a car inspection and repair shop. Coal traffic increasingly declined in the 1960s and 1970s, and the Thurmond yard required fewer and fewer men. Many people left Thurmond to find work elsewhere and the businesses followed.

New River Gorge National River and the Recreation Industry: 1970s – Present

The rugged terrain and wild river, with many series of rapids that prohibited the use of the New River as a means of transportation in the 18th and 19th centuries, provided an ideal opportunity for recreational activities during the late 19th Century throughout the 20th Century. As some of the most challenging whitewater courses in the Eastern United States, the New River Gorge and Gauley River have become a destination spot for recreational use. The first commercial whitewater outfitter opened in the New River Gorge in 1969 and operations have increased steadily in the past 30 years. Rafting has become one of the primary contributors to the economy in the New River Gorge.

In 1978, Congress established 53 miles of the New River from Hinton, WV, to U.S. 19 near Fayetteville, WV, as the New River Gorge National River. The park today comprises approximately 71,000 acres surrounding the New River in south central West Virginia. “The national river was established for the purpose of conserving and interpreting outstanding natural, scenic, and historic values and objects in and around the New River Gorge and preserving as a free-flowing stream an important segment of the New River in West Virginia for the benefit and enjoyment of present and future generations” (Unrau 1996, 1).

As one of the missions of the National Park Service was to preserve and interpret the New River Gorge’s cultural history, the town of Thurmond, WV, was recognized as an important site that demonstrated the industrial history of the region. The rail yard and depot were documented

for the Historic American Engineering Record in 1988. The engine house was destroyed by fire in 1993 and other major features of the railroad operation, such as the water towers, were dismantled and removed since this documentation. The HAER record is thus the only way today to understand these features. The Park Service has since acquired the depot, commercial buildings and many of the vacant houses in Thurmond to preserve its features and to interpret the industrial history to those visiting the park. All the railroad features, including the tracks and the coaling tower are owned by CSX, the successor company to the C&O.



Thurmond passenger depot in 1988, before rehabilitation (HAER WV 42A-8(CT)).



Thurmond passenger depot today (PHSO 2002).

Analysis & Evaluation of Integrity

Analysis and Evaluation of Integrity Narrative Summary:

Thurmond, WV, is located in a remote area in the heart of the New River Gorge. The entire town was listed on the National Register of Historic Places as an historic district in 1984. The historic district is significant at the state level for its association with the C&O Railroad and the coal mining industry that was prevalent in this region during the late 19th and early 20th centuries. The National Register Nomination determined the period of significance to be 1884 to 1950. Thurmond had a thriving commercial business district during this period.

The Thurmond Historic District maintains many features from the period of significance, such as the passenger depot, three business district buildings or “commercial row”, some of the railroad features and most of the remaining houses. However, the majority of the railroad features that were indicative of the vast amount of railroad business that transpired on a daily basis in Thurmond have been removed. Many of the houses remaining in the Thurmond Historic District are in very poor condition, with some near collapse (Sasser 2000). Other landscape features that contribute to the period of significance are the circulation system, primarily the railroad tracks and the bridge across the river, and the overall spatial organization, the tracks and commercial district spaced linearly along the flood plain of the river and the majority of the houses perched on the hillside. The landscape in the district has been altered dramatically since the period of significance by the invasive growth of plants such as kudzu.

Integrity is the ability of a property to convey its significance. The National Register recognizes seven aspects or qualities that, in various combinations, define integrity. The seven aspects of integrity are location, design, setting, materials, workmanship, feeling, and association. To retain historic integrity, a property will always possess several, and usually most, of these aspects. The Thurmond Historic District maintains its integrity of location and setting. Thurmond is still located within the New River Gorge across the river from where the Dunloup (formerly Loup) Creek and the Arbuckle Creek join the New River across from Thurmond south and north of the town respectively. Thurmond also provides a view of the steep hills of the gorge, and is fairly remote even though it is accessible via State Route 25 (the Dunloup to McKendree Rd.) The association of the Thurmond Historic District with the railroad is still evident on the site. However, the Thurmond Historic District’s integrity suffers due to the loss of structures. Built with the boomtown mentality that was prevalent during the industrial period of West Virginia, as opportunities in the region decreased or buildings were burned, people packed up and moved on. Therefore, many of the features that existed during Thurmond’s peak have been lost. While this loss of features is typical of an abandoned boomtown, it unfortunately diminishes the districts historic integrity.

As the Thurmond Historic District has both Park Service owned and privately owned properties, the analysis and evaluation will discuss most of the landscape characteristics as an overview of the entire historic district. The individual house lots owned by the National Park Service will only be described in detail in the Building and Structures Section of this report, and privately owned houses will not have detailed descriptions. However, some privately owned features, such as some of the railroad

structures, are very important to the significance of the historic district and will be described in the CLI. Please note that since the field work was conducted in the summer when the kudzu and other invasive plant growth were at their peaks, it is possible that there may have been landscape features that the field team could not see.

Landscape Characteristic:

Natural Systems And Features

The Thurmond Historic District is located in the Allegheny section of the Appalachian Plateaus Province. This section is indicated by a regular succession of high, sharp ridges separated by sharp, v-shaped valleys. The New River, a dominant natural feature near Thurmond, is a sharply dropping river. It flows northwest across the Appalachian Mountains and is extremely old, apparently a remnant of the prehistoric Teays River. The New River is said to be the oldest river in the Western Hemisphere. Its elevation drops as quickly as 17.3 feet per mile, which formed the sharp gorge for which this area is known.

The natural features located near and under the Thurmond Historic District are primary reasons for its significance and unique history. Due to the steep walls of the New River Gorge, the Thurmond area was inaccessible until the C&O Railroad laid tracks through the region in the 1870s. Captain Thurmond purchased the land where Thurmond Historic District is located because he speculated that the land would become valuable due to the rich bituminous coal in the region. Indeed, due to the proximity of Captain Thurmond's land to two creeks on the opposite side of the New River that provided access to coal located at the top of the gorge, the town of Thurmond became a major revenue maker for the C&O Railroad.

Character-defining Features:

Feature: Dunloup Creek (Formerly Loup Creek)

Feature Identification Number: 93861

Type of Feature Contribution: Contributing

Feature: New River

Feature Identification Number: 93862

Type of Feature Contribution: Contributing

Feature: New River Gorge

Feature Identification Number: 93863

Type of Feature Contribution: Contributing

Spatial Organization

The topography of the site most directly affects the spatial organization of the Thurmond Historic District. Due to the steep walls of the gorge, there are relatively small amounts of level land on which to build. As the town was developed in the late 1800s, the level area near the river was mostly dedicated to the railroad tracks and the C&O depot and maintenance, utility, and storage buildings. The row of commercial buildings was built directly adjacent to the track. Several houses were built at this level as well. The circulation system consisted of a narrow road zigzagging up the west side of the hill at an acceptable slope, then crossing the town at an upper elevation. At the eastern end of the upper road there was another switchback leading back down railroad tracks on the northwestern end of town. Many of the houses in town were perched on piers along this narrow road further up the slope of the gorge.

The railroad bridge spanned the New River to provide access to South Side Junction, a series of tracks that would provide access to the Loup and Arbuckle Creek lines. Across the New River from the Passenger Depot was the large Dun Glen Hotel, which was accessed by a raised boardwalk that crossed the Loup Creek. There was also a community of African Americans on this side of the New River. More research will be necessary to discover where all the structures and landscape features relating to this community were located.

Today, the overall spatial organization of the north side of the Thurmond Historic District is generally unchanged. The tracks, railroad structures and commercial buildings are located in the level flood plain adjacent to the river, and the many of houses are located up on the slope of the gorge. However, due to fires and general decay, there are by far fewer buildings in the district than there were during its period of significance.

While both sides of the historic district are still linked by the railroad bridge, the spatial organization south of the New River is completely altered. Where the Dun Glen Hotel once stood, is now a ranger station and maintenance yard. The ranger station was actually built on the foundation of the hotel, which burned in 1930. Several other buildings are clustered around a maintenance yard in the area between the ranger station and the river. Further east from the ranger station is an area developed since the 1980s for recreation purposes. A road leads east from the ranger station to a parking lot, then loops back and heads west at a lower elevation. Staff housing, a boat house, public restrooms and a large picnic shelter are located on the upper elevation, and three wooden structures used for boat storage, the river patrol and river guides are in the center of the circulation loop at the lower level.

Character-defining Features:

Feature Identification Number:	93896
Type of Feature Contribution:	Undetermined

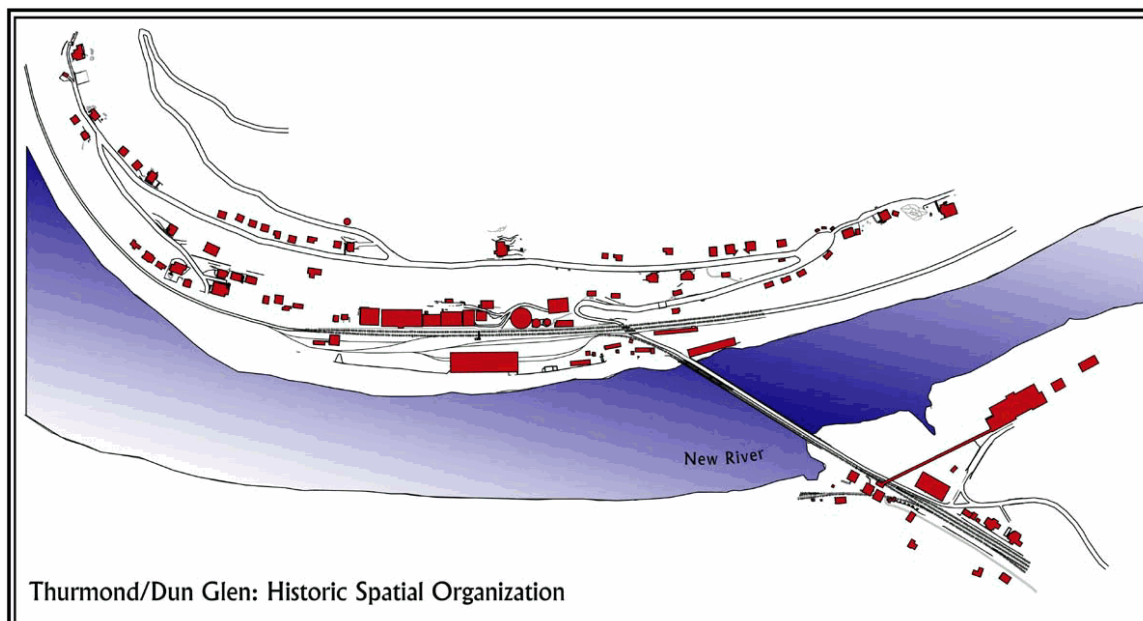
Landscape Characteristic Graphics:



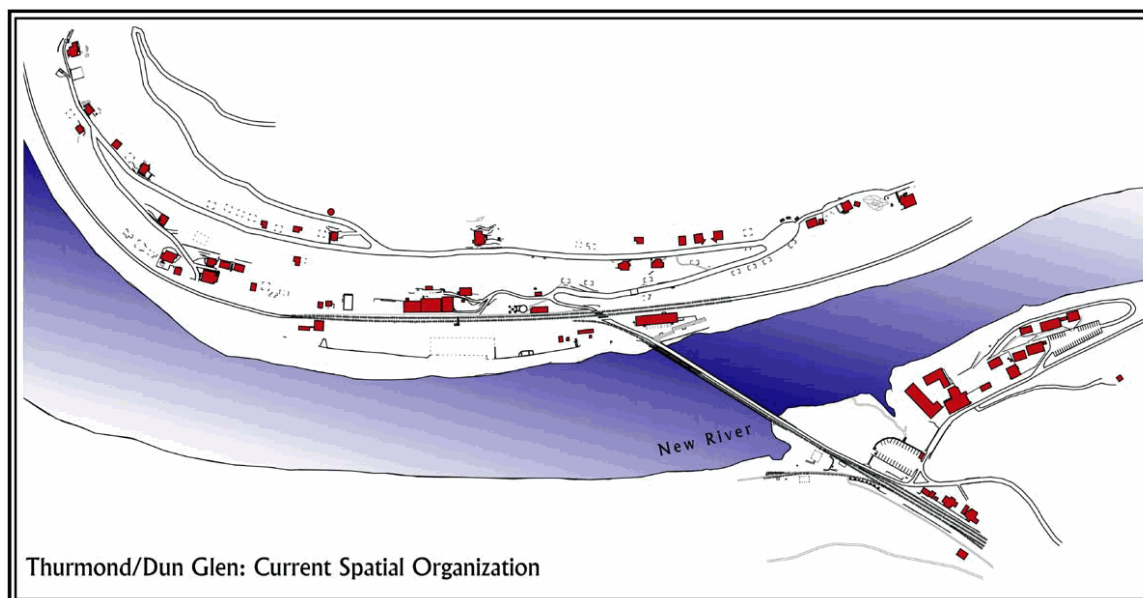
Spatial organization of buildings in Thurmond in the 1920s. Notice series of small worker houses located up on the ridge (NERI 1811).



Spatial organization of the town of Thurmond in 1988. Notice how many fewer houses are located on the hill. Today the engine house in the foreground and the water towers in the midground are no longer extant (HAER WV 42-2).



Spatial organization of buildings and tracks in the 1920s (PHSO 2002).



Spatial organization today (PHSO 2002).

Land Use

Thurmond, WV, was historically one of the boomtowns associated with the coal industry that sprung up in the New River Gorge in the late 1800s. It was originally developed as a rail center to assemble trains with the cars that transported the coal from the upper gorge down the Loup and Arbuckle Creek lines. There were single family houses for those who worked for the

railroad, because the town was so remote that it was necessary to be within walking distance of work. Since the C&O managers were not interested in supplying services to their workers as was typical in the coal mining towns, there was the opportunity for private enterprises to establish businesses for this purpose. The railroad stop and passenger depot provided the transportation method in and out of Thurmond. Many people conducting coal business in the region stayed in Thurmond, and the social activities at the Dun Glen Hotel made Thurmond the gathering spot for recreation in the New River Gorge.

The land use at Thurmond has changed dramatically since its heyday as a boomtown in the early 20th century. There are considerably fewer single family homes in Thurmond. Most of the existing buildings in town are now vacant. The passenger depot and railroad tracks are still used as a mode of transportation, but passenger trains are only available three times a week instead of multiple times a day. Its primary purpose today is as a visitor center for the National Park Service to interpret Thurmond's industrial history. Southside Junction is now used as a ranger station and maintenance area for the park service. It is also used for recreational purposes such as picnicking and as a river access point.

Character-defining Features:

Feature Identification Number:	93860
Type of Feature Contribution:	Undetermined

Vegetation

As an industrial boomtown, vegetation was never a priority for the town. Historic photos indicate that the hillside was covered with natural trees, such as maples [*Acer* sp.], walnuts [*Juglans* sp.], oaks [*Quercus* sp.] and sycamore [*Platanus occidentalis*], but designed gardens were not a priority. Some of the people living in Thurmond grew vegetable gardens and may have had small flower gardens, but more elaborately designed gardens were less likely.

Vegetation plays a major role in the landscape at Thurmond today. Unfortunately, it is a negative role. Introduced species of vegetation are invading the hillside of Thurmond. Vines, particularly kudzu [*Pueraria lobata*], are tangling their way over the landscape, obscuring landscape features. As fieldwork was performed during the summer, the CLI team was able to observe the extent to which this vegetation has taken over much of the historic district. The kudzu is prevalent in the area between commercial row and the west switchback road. Fortunately the road heading east-west on the upper elevation has impeded the kudzu's spread further north. On a smaller scale, most house sites have uncontrolled growth of vegetation such as poison ivy [*Rhus toxicodendron*], raspberry [*Rubus* sp.], honeysuckle [*Lonicera* sp.] and multiflora rose [*Rosa multiflora*].

There is some indication of designed plantings in the Thurmond Historic District. Several of the larger houses have screened their properties with hedges and many houses have remnants of gardens and the post office has a small ornamental garden of perennials in front of the building. At one point some of the houses have planted the nearby hillside with daylilies [*Hemerocallis* sp.], but many of these plantings have been overrun with kudzu. There were also regular

occurrences of planted shrubs such as rhododendron [*Rhododendron*] and privet hedges [*Ligustrum obtusifolium*].

The specific types of vegetation located at each house site are detailed under the Buildings and Structures section of this report.

Character-defining Features:

Feature: Fatty Lipcomb Privet Hedge (Sheet 2B)

Feature Identification Number: 94968

Type of Feature Contribution: Undetermined

Feature: Kudzu

Feature Identification Number: 94974

Type of Feature Contribution: Non-Contributing

Landscape Characteristic Graphics:



Typical mid-summer vegetation growth in district, vacant Wedzel Young House (PHSO 2002).



Landscape feature of steps obscured by vegetation, Sid Childers/Margie Richmond House (PHSO 2002).



Extent of kudzu growth on the hillside near the Tom Kelly House, which collapsed in 2001 (PHSO 2002).

Circulation

Historically, the only mode of transportation in and out of Thurmond was the railroad. Therefore it was the primary circulation feature of the town. The “main street” of Thurmond was the rail yard for the C&O Railroad. The railroad bridge crossing the New River provided access to the south side of the river, and when the branch rail lines following the Loup and Arbuckle Creeks were complete, there was passenger access to Glen Jean and Minden. The Loup Creek Road was completed by 1920, which provided vehicular access to Thurmond. There was a narrow road that zigzagged up the east side of the hill at an acceptable slope, then crossed the town at the upper elevation. At the northwestern end of the upper road there was another switchback that lead back down to the west side of town. A sidewalk led from the commercial row to the depot along the north side of the rail yard. However, the sidewalk was often so covered with soot, people chose to walk on the railroad tracks to avoid the dirt. Pedestrians would also need to cross several rows of tracks to reach the passenger depot or cross to the south side of the river. Several series of what appears in historic photos to be wooden steps led down the slope from the houses located at the higher elevations to provide direct pedestrian access to the commercial row and train yard. The railroad bridge was wide enough to accommodate pedestrian traffic, and people could cross the bridge before heading east on an elevated boardwalk over Loup Creek to the Dun Glen Hotel.

Today, the railroad is still the most noticeable circulation system in the Thurmond Historic District. The railroad tracks, while not as extensive as when an active rail yard operated on the

site, still form the main street of the district. Thurmond is still accessed by Route 25 that leads down the gorge from Dun Glen, WV. The bridge across the New River is still active to provide train and vehicular access across the river. Unfortunately, pedestrians crossing the bridge must use the vehicular lane as well. The narrow, paved road still switchbacks up the hill to the upper houses and runs east to west along the upper elevation. The road leading up the hill has features such as a bridge over a natural drainageway, several culverts and several retaining walls. At the western end of the upper level, the road turns back to head back down to the lower elevation and provide vehicular access to the lower west end of the town. The pedestrian sidewalk still exists between the commercial row and the passenger depot. It consists of concrete closer to the depot and is crushed gravel in front of the commercial buildings. There are still several direct pedestrian paths and wooden steps up the slope, but most are obscured by overgrown vegetation. Southside Junction provides access to some recreational hiking trails that lead along the river.

Most of the houses have small pedestrian circulation systems such as concrete sidewalks; wooden, stone or poured concrete steps; and dirt paths. These are described in greater detail in the Building and Structures section of this report.

Character-defining Features:

Feature: Bessie Sears Entry Drive (Sheet 3A)
Feature Identification Number: 92959
Type of Feature Contribution: Undetermined

Feature: Bessie Sears Stone Steps (Sheet 3A)
Feature Identification Number: 92960
Type of Feature Contribution: Undetermined

Feature: Billy McGuffin Driveway (Sheet 5A)
Feature Identification Number: 92961
Type of Feature Contribution: Undetermined

Feature: Billy McGuffin Sidewalk (Sheet 5A)
Feature Identification Number: 92962
Type of Feature Contribution: Undetermined

Feature: Commercial District Sidewalk (Sheet 3D)
Feature Identification Number: 92963
Type of Feature Contribution: Contributing

Feature: Commercial District to Depot Sidewalk (Sheet 3D)

Thurmond Historic District
New River Gorge National River

Feature Identification Number: 92964
Type of Feature Contribution: Contributing
Feature: Commercial District Walkway (Sheet 3D)
Feature Identification Number: 92965
Type of Feature Contribution: Contributing
Feature: Drema Robertson Entry Drive (Sheet 2C)
Feature Identification Number: 92966
Type of Feature Contribution: Undetermined
Feature: Drema Robertson Stone/Concrete Path (Sheet 2C)
Feature Identification Number: 92967
Type of Feature Contribution: Undetermined
Feature: Drema Robertson Stone/Log Steps (Sheet 2C)
Feature Identification Number: 92968
Type of Feature Contribution: Undetermined
Feature: Dun Glen Boat Ramp (Sheet 7)
Feature Identification Number: 92969
Type of Feature Contribution: Non-Contributing
Feature: Dun Glen Day-use Parking Lot (Sheet 7)
Feature Identification Number: 92970
Type of Feature Contribution: Non-Contributing
Feature: Dun Glen Pedestrian Trails (Sheet 7)
Feature Identification Number: 92971
Type of Feature Contribution: Non-Contributing
Feature: Dun Glen Steps to River (Sheet 7)
Feature Identification Number: 92972
Type of Feature Contribution: Undetermined
Feature: Dun Glen Thurmond Overflow Parking Lot (Sheet 6)
Feature Identification Number: 92973

Type of Feature Contribution: Non-Contributing

Feature: Dun Glen Thurmond Overflow Parking Steps to Dunloup Creek Trail (Sheet 6)

Feature Identification Number: 92974

Type of Feature Contribution: Non-Contributing

Feature: Dun Glen Thurmond Overflow Parking Steps to Railroad Bridge (Sheet 6)

Feature Identification Number: 92975

Type of Feature Contribution: Non-Contributing

Feature: Dunloup Creek Trail (Sheet 6)

Feature Identification Number: 92976

Type of Feature Contribution: Non-Contributing

Feature: Erskin Pugh Sidewalk (Sheet 3D)

Feature Identification Number: 92977

Type of Feature Contribution: Undetermined

Feature: Erskin Pugh Stone Steps (Sheet 3D)

Feature Identification Number: 92978

Type of Feature Contribution: Undetermined

Feature: Fatty Lipcomb Brick-lined Walkway (Sheet 2B)

Feature Identification Number: 92979

Type of Feature Contribution: Undetermined

Feature: Harold Smith River Path (Sheet 1B)

Feature Identification Number: 92980

Type of Feature Contribution: Undetermined

Feature: Harold Smith Sidewalk (Sheet 1B)

Feature Identification Number: 92981

Type of Feature Contribution: Undetermined

Feature: Harold Smith Yard Steps (Sheet 1B)

Feature Identification Number: 92982

Type of Feature Contribution:	Undetermined
Feature:	Homer Nicely/Charles Ashley Entry Drive (Sheet 1A)
Feature Identification Number:	92983
Type of Feature Contribution:	Undetermined
Feature:	Homer Nicely/Charles Ashley Sidewalk (Sheet 1A)
Feature Identification Number:	92984
Type of Feature Contribution:	Undetermined
Feature:	James Humphrey Sr. Sidewalk (Sheet 3B)
Feature Identification Number:	92985
Type of Feature Contribution:	Undetermined
Feature:	Marilyn Brown Brick Walk (Sheet 2B)
Feature Identification Number:	92986
Type of Feature Contribution:	Undetermined
Feature:	May Bagoski Entry Drive (Sheet 1B)
Feature Identification Number:	92987
Type of Feature Contribution:	Undetermined
Feature:	Passenger Depot North-side Handicap Access (Sheet 4B)
Feature Identification Number:	92988
Type of Feature Contribution:	Non-Contributing
Feature:	Passenger Depot Parking Lot (Sheet 4B)
Feature Identification Number:	92989
Type of Feature Contribution:	Non-Contributing
Feature:	Passenger Depot RR Access Boardwalk (Sheet 4B)
Feature Identification Number:	92991
Type of Feature Contribution:	Non-Contributing
Feature:	Passenger Depot Riverside Boardwalk (Sheet 4B)
Feature Identification Number:	92990
Type of Feature Contribution:	Non-Contributing

Feature: Phillip McClung Homeplace Sidewalk (Sheet 4A)

Feature Identification Number: 92992

Type of Feature Contribution: Undetermined

Feature: Phillip McClung Homeplace Wood Ramp Remnants (Sheet 4A)

Feature Identification Number: 92993

Type of Feature Contribution: Undetermined

Feature: Phillip McClung Rental Steps (Sheet 4A)

Feature Identification Number: 92994

Type of Feature Contribution: Undetermined

Feature: Post Office Walkway (Sheet 4)

Feature Identification Number: 92995

Type of Feature Contribution: Undetermined

Feature: Railroad Tracks (Sheet 3D)

Feature Identification Number: 92996

Type of Feature Contribution: Contributing

Feature: Sid Childers/Margie Richmond Steps 1 (Sheet 2C)

Feature Identification Number: 92997

Type of Feature Contribution: Undetermined

Feature: Sid Childers/Margie Richmond Steps 2 (Sheet 2C)

Feature Identification Number: 92998

Type of Feature Contribution: Undetermined

Feature: Sid Childers/Margie Richmond Steps 3 (Sheet 2C)

Feature Identification Number: 92999

Type of Feature Contribution: Undetermined

Feature: Thurmond Road Bridge with guard rail (Sheet 4A)

Feature Identification Number: 93280

Type of Feature Contribution: Undetermined

Feature: Thurmond Road Retaining Wall (Sheet 4A)

Feature Identification Number: 93857

Type of Feature Contribution: Undetermined

Feature: Thurmond Road Storm water Culvert (Sheet 4A)

Feature Identification Number: 93858

Type of Feature Contribution: Undetermined

Feature: Vivian Kelly Steps (Sheet 2C)

Feature Identification Number: 93859

Type of Feature Contribution: Undetermined

Feature: Sidney Ward Stone Steps (Sheet 1C)

Feature Identification Number: 93000

Type of Feature Contribution: Undetermined

Landscape Characteristic Graphics:



Sidewalk from commercial row to the passenger depot (PHSO 2002).



Historic pedestrian path of stone steps leading up the hill behind the post office (PHSO 2002).



Driveway leading to the Billy McGuffin House (PHSO 2002).

Buildings And Structures

The buildings and structures section of this report is extensive due to the number of structures in the district. The CLI will document 24 structures in this section. In the other sections tended to have general descriptions, looking at the entire district as a whole, but this section will delve into each specific house and building site. As such, many of these descriptions will include landscape features as well as buildings and structures, since they were not covered at this detail in any other section.

There are several different housing styles remaining in the Thurmond Historic District. There are some larger houses that would have been built for the railroad managers and other professionals in the town, such as the Billy McGuffin, Erskin Pugh, and Fatty Lipcomb houses. They are typically two stories and have more yard space around them. There were a number of small houses built for rail yard workers and laborers residences. There were a couple of floorplan layouts that were typical for these buildings. The most pervasive type of worker housing is a basic single story, four-room house with no hallways. The traffic pattern simply circled the house from one room to the next. Examples of this type of housing include the James Humphrey Sr. House and the Philip McClung Homeplace and Rental House. A second type of worker house located in the Thurmond Historic District is a modified 4-room house. It is similar to previous basic four-room house, but instead of being shaped in a square, the rooms in these houses are placed linearly with a hallway access. Examples of the modified four-room house type are the Vivian Kelly and Margaret Dalton houses. According to the National Register Nomination, some of these houses were referred to as “jennylinds” due to the type of construction. These houses were constructed with rough-sawn lumber with no insulation. The term “jennylind” could possibly refer to the fact that the way the wind whistled through these houses sounded like a bird, thus they named the houses for the famous singer Jenny Lind who was touring the country with the nickname “The Swedish Nightingale” (Harper 1983, 7:1). The Bessie Sears House is an example of this construction.

Whereas most of the houses in the Thurmond Historic District were wood-frame construction, the commercial buildings located adjacent to the railroad tracks were built with brick or stone. This was critical due to the fact that steam engines often threw coals or hot embers that might burn the wood frame buildings. The three remaining buildings are several stories high, and have a straight storefront along the tracks.

The landscape structural features most pervasive in the Thurmond Historic District are retaining walls. The necessity to stabilize the steep topography of the gorge walls to support houses and roadways, while also providing level areas for gardens and yards, made the design and implementation of retaining walls critical for the success of the town design. Therefore almost every site has some type of retaining wall system. The construction materials of the walls vary from dry-laid stone, mortared stone, poured concrete and railroad ties. More recently modular gabions, which are made of wire fabric containers that are interconnected with other similar containers, then filled with stone have been added along the road to control the erosion of the hillside.

The paragraphs describing the building details and measurements are taken from the Thurmond Historic Structures Assessment prepared for New River Gorge National River by the Northeast Historic Preservation Center in Lowell, MA, (Sasser 2001). Historical information regarding the buildings in this section has been taken from the National Register Nomination prepared by R. Eugene Harper, Ph. D. in 1983.

Homer Nicely/Charles Ashley House

The Homer Nicely/Charles Ashley House was built c. 1930 (Harper 1983, 7:8). The structure is a one-story, wood frame, 3 bay, 6 room dwelling with a gable and hip roof measuring approximately 42' x 29'. The building also has a one-story front porch measuring 23' x 8' and a 16' x 26' frame addition built onto the southeast elevation. The structure is significantly different in style from the other Thurmond residential dwellings.

The Homer Nicely/Charles Ashley House site is the last house in the western part of Thurmond. It is accessed via the driveway for the May Bagoski House. A concrete sidewalk leads from the driveway to the concrete steps going up to the front porch of the house. A gravel driveway continues in front of the house and appears to terminate at a collapsed building north of the house. The driveway also branches off to a wood frame garage structure south of the house, containing a concrete retaining wall and railroad tie car pit area.

Retaining walls serve an important role at this property. Although this site is generally flatter than most of the other sites, the house is still built on a terrace supported partially through retaining walls. Retaining walls also form the property's terraced gardens found north and east of the house. Also of note is a leveled area south of the house, near the property boundary, that has been fenced on all sides and has a gate entry. This area could have been used for several purposes, such as a small pasture or animal pen or a vegetable garden.

Vegetation on the property was limited mostly to the surrounding mountain flora, but there were existing plants that appear to have been planted and maintained apart from the surrounding landscape. Among the plants on the north terrace garden is a white pine tree, some day lilies, as well as native rhododendron and ferns.

May Bagoski House

The May Bagoski House is a 1½ story with porch, constructed c. 1900 (Harper 1983, 7:8). It was described as being in deteriorated condition as a result of being unoccupied for an extended period. As a result, all of the porches have collapsed. There are two dry-laid, stone retaining walls supporting the house above the road, and another wall further east that supports the south yard.

Built out over an existing rock ledge, the May Bagoski House has a divided yard. The north yard consists almost entirely of natural stone formation that extends about twenty feet north of the house. Two peach trees planted just beyond the formation. The north yard also has a witch hazel bush planted at the north corner of the house. The south yard is canopied by a cherry tree, tulip poplar, and a hardwood maple with day lilies and woodland undergrowth below. The upper slope from the house contains a number of boulders and outcroppings that have been organized to create an upper garden.

From the front porch, the May Bagoski House would have had a view of the mountains across the New River. The extent of the view of the river is difficult to determine as the Harold Smith House is located almost directly downslope and would have blocked the view to a certain degree. Today the vegetation behind that house blocks the view.

Harold Smith House

The Harold Smith House was built around 1900 as a “basic four room” out over the hillside, and closed in below (Harper 1983, 7:8). The building has a gable roof with a projected gable roof porch covered with roll roofing on its east façade. There is a second porch on the north façade of the house. The wood siding of the structure has been covered with fiber cement shingles.

A cement sidewalk leads from a graveled parking turn off to the front porch of the house. A number of spaced vertical railroad ties form a boundary between the Harold Smith yard and the driveway to the Homer Nicely/Charles Ashley and May Bagoski properties. A planted lilac bush and a cedar tree mark the north property boundary.

A dry-laid stone retaining wall separates the front yard of the house from the lower yard located north of the house. Along the north porch are a set of wooden steps that serve to connect the two yards and the retaining wall runs flush with the bottom of the porch, serving as the first step to both the porch and the steps. The lower yard, much like the front yard, continues to slope toward the river. There is a narrow pedestrian trail leading into the woods, towards the river, at the southwest corner of the lower yard.

Sidney Ward House

The Sidney Ward House is a 1½ story building with a porch that was built around 1900 (Harper 1983, 7:8). This structure is similar to many of the houses in Upper Thurmond; it has wood pier foundations in front of the house and a stone and brick foundation in the rear. The house has three bays and gable roof covered in seamed metal. A chicken coop covered with vines is located on the east end of the lot.

A number of retaining walls are present in attempt to provide more level areas east and west of the house for yards. The west yard contains two retaining walls set up as earthen ramps that

connect this property to the house remnants to the west. The south yard contains a 2-foot high retaining wall along the road but also contains the remnants of wooden steps. These first steps appear to have been built over the low wall then connected to concrete and stone steps that lead up the hill. These concrete steps are now heavily overgrown with vegetation.

With no shade trees near the house other than three small trees on the property line to the west, the Sidney Ward House still maintains open yards covered with a mid-size grass as opposed to the typical woodland undergrowth or lawn present on many of the other properties. However, like many of the other properties, honeysuckle can be found covering much of the lower retaining walls.

Wedzel Young House

Built using the same pattern as the Sidney Ward House, The Wedzel Young house is also a 1½ story structure constructed around 1900 (Harper 1983, 7:8). The foundation is covered with painted wood tongue and groove boards while the upper 1½ stories are covered with brick-patterned asphalt siding.

In front of the house, a wooden bridge crosses a drainage ditch, terminating at a concrete sidewalk with steps leading up to the foundation. At this level there is a dry laid retaining wall with stone and concrete steps which leads up to the west yard. There is also a set of wooden steps that leads up to the front porch.

The north yard is mostly overgrown, but a rose and a hibiscus remain from when it was still maintained. Along the back of the house is a low retaining wall which defines the north boundary of the yard but which also leads off toward the road, giving access to the yard from the road. The east yard contains no retaining walls thus keeping its steep incline and making it unusable for activity. At the foot of this yard some kerria bushes have been planted along the road. The yards of the house contain a few trees, but for the most part it is overgrown by honeysuckle.

At one time, there would have been a view from the front porch south to the river and railroad tracks. However, it should be noted that due to the number of houses and structures located just downslope from this house, its view would have been limited. The tree density on the slopes in front of the house currently limits the views from this building.

Fatty Lipcomb House

Fatty Lipcomb's House fronts the railroad tracks in the floodplain on the western end of town, and was built between 1890 and 1900 (Harper 1983, 7:3). It would most likely have been built for one of the managers of the railroad or another important figure in town. This house consists of an upper story ell approximately 27' x 16' set atop an asymmetrical "T" plan approximately 30' x 32'. There is a wrapping 2 story porch along the south and west elevations as well as a

smaller 1 story porch on the east elevation. The front entrance is characterized by a raised, split entrance stair with the west side missing. The structure also has a bay window as part of the west facade.

The front yard of the structure is split by the entrance stair as well as the brick-edged walk that leads from the entrance gate to both sides of the original entrance stair, although only the south stairs remain. The front yard is screened by a dense privet hedge containing a number of invading saplings, although there are holes in this hedge where the privet have died and not been replaced. The front yard also contains a pear tree that is in need of care.

A wire fence that runs from the privet hedge in the front to a low retaining wall behind the house marks the western property line. The back yard is a fairly level grassy area between the house and the semicircular retaining wall that wraps around the back of the house.

The east yard is fenced by the remnants of a picket fence and slopes from the grape-covered porch at the northeast corner of the house to a 4-foot retaining wall near the edge of the front yard. There is evidence that some type of steps once connected the front and east yards. They were most likely of wood construction since there are no remnants today. The front yard of the Fatty Lipcomb House is supported by a long mortared retaining wall that runs along the south edge of the front yard and continues to the west edge of the Marilyn Brown House.

Marilyn Brown House

Built around 1900, this structure appears to be a good example of worker housing, having not been modified greatly from its original construction around 1900 (Harper 1983, 7:8). It is a 1 story, 2 bay, 4 room wood sided building covered in brick-asphalt siding. The house measures approximately 20' x 27'. On the south side the porch with a splay roof measuring approximately 6' x 24' has collapsed. The north side contains an enclosed porch measuring approximately 17' x 6' and a bath addition measuring 5' x 10'.

A dry laid retaining wall wraps around the back of the house and would connect into the Fatty Lipcomb wall but for the gravel ramp just north of the Marilyn Brown House. A partially covered brick walk is visible on the east side of the house, running toward the tracks.

The yard consists of roughly mown grass and is bordered on the north and east by the road leading down the hill and on the south by the railroad tracks. Along the road to the north is part of a mortared retaining wall separating the yard from the road. Traces of a retaining wall are also present between the railroad tracks and the yard east of the house.

The only tree found on the property is a cedar tree uphill between the Fatty Lipcomb House and the Marilyn Brown House. Other vegetation includes a patch of spiderwort growing in the yard and some sedum growing among the cracks of the walls.

Drema Robertson House

Built around 1920 as worker housing, the Drema Robertson House is one of three similar structures. The house is a modified one story, four room dwelling located halfway down the hill between the floodplain and the structures on the ridge (Harper 1983, 7:8). The roof is surfaced with mineral surface roll roofing and the walls are sided with a mixture of wood clapboards and sheet metal skirting.

The driveway to the Drema Robertson House is defined by the nearly 7 foot retaining walls on both sides of this access. As such, the west yard is relatively level and contains a number of plantings such as iris, yucca, white pine, and even a young apple tree. The east side of this yard contains a concrete and stone sidewalk that leads to stone, concrete, and brick steps. These steps ascend to a remnant arbor structure located at the northwest corner of the house. This level also contains the remnants of a clothesline and three low retaining walls that continue uphill, forming terraced gardens. The terraced gardens are mostly overgrown, but some day lilies are still present amidst the undergrowth. These terraced gardens cease at a fifteen foot high mortared retaining wall forming the north boundary of this property.

At the northeast corner of the house remnants of what may be a small walking path are evident among the undergrowth. There appears to be a number of stone steps placed into the ground and a dirt path leading up the slope. However, a wire fence located between this property and the Vivian Kelly House denies access to where this path leads.

Vivian Kelly House

The Vivian Kelly House was inaccessible from the adjoining Drema Robertson House due to thick vegetation overgrowth, mainly kudzu. Therefore, the only access to the building was from wood steps leading up from the Sid Childers/Margie Richmond House. Built around 1920 (Harper 1983, 7:8) as worker housing, this 1 story, 4 room structure has a similar floorplan to the Drema Robertson and Margaret Dalton houses. The structure is host to multiple roof leaks and is being encroached on by kudzu. The porch to the north is mostly collapsed.

There are two dry-laid retaining walls on site. The first is a small retaining wall between the Vivian Kelly House and the Margaret Dalton House. Kudzu-covered wooden steps leading up to the two buildings run through a break in this wall. The other retaining wall supports the slope north of the house and provides a walkway behind the building. A portion of this latter wall is set back, providing space for a small garden between the two properties.

This building still has a view to the tracks and river, although the growth of sycamore trees along the river blocks part of this view.

Margaret Dalton House

Situated beside the Vivian Kelly House, this structure is a near copy. The building's only access is from wooden steps leading up from the Sid Childers/Margie Richmond House due to the invasion of kudzu. There are two retaining walls on the property. Like the Vivian Kelly House, they are the small retaining wall between the houses and wall that wraps behind the house. The retaining wall behind the building also contains a small planting area. At the edge of this planting area is a large stone spray painted with graffiti.

The only apparent vegetation on site is kudzu, though there are areas where vegetation is visible underneath. Above the retaining wall behind the house, the entire hillside appears to be planted with daylilies, although discerning the extent of the planting was difficult due to the kudzu growth.

This building still has a view to the tracks and river, though the growth of sycamore along the river blocks part of this view.

Sid Childers/Margie Richmond House

Sid Childers/Margie Richmond House was originally built as a power building around 1900. Originally a 3 story stone structure, the second story was rebuilt in brick after a fire in the 1930s. (Harper 1983, 7:7-8) The structure is a 2 story stone and brick structure measuring approximately 53' x 42'. At one time the building contained a 2 story porch on both the east and west façades. But only the east side porch remains today.

A stone retaining wall runs along the north elevation of the building, creating a narrow walk space behind the building that is now impassable. Stone steps lead up the slope west of the building to provide access to a narrow area between stone retaining wall behind the building and the mortared stone wall that that supports the Drema Robertson Driveway above. This narrow area is overgrown with vegetation.

A railroad tie retaining wall on the east side of the building keeps soil from the adjoining property from covering a concrete walkway that leads to the concrete and stone steps used to access the Vivian Kelly and Margaret Dalton houses. This sidewalk also provides access to the second floor of the building and the walkway at the rear of the building.

Vegetation on the property consists of a Paulownia tree located at the rear of the building between the structure and the Drema Robertson Driveway, as well as some honeysuckle and kudzu.

Tom Kelly House

The Tom Kelly House has been heavily modified for numerous uses following its construction

as typical worker housing around 1920. It has been used as a Moose Lodge, movie theater, and site of the Thurmond Gospel Church, prior to being used once more as a residence by O.A. Starks about 1960 (Harper 1983, 7:7).

The structure is a 1 story clapboard sided building set on pier foundations with a hipped and cross-gabled roof approximately 12' x 63'. A wing measuring 6' x 28' projects from the west side of the building. The structure also contains 2 porches on the west elevation, one of which is partially enclosed.

The building has been heavily impacted by overgrowth of the kudzu vines, which dominate the entire hillside. Much of the roof structure has failed, and moisture penetration into the building has caused almost total failure of the floor framing system. This structure failure has led to the collapse of the entire western section of the building. A more detailed account of the Tom Kelly site could not be made because of the heavy kudzu growth around the building, which prevented access to the site.

Bessie Sears House

The Bessie Sears House is a basic one story, four room "jenny lind" in poor condition built around 1925 (Harper 1983, 7:8). The building is a four room gable roofed structure with rear addition, containing roll roofing and asphalt shingle siding.

The Bessie Sears House is set on a steep slope that is covered with overgrown vegetation. The house is difficult to spot from the road, which is merely 20-30 away from the front façade of the house. There is a long series of stone and concrete steps leading from the road up to the west side of the house. The entry drive off of Berry Mountain Road is also overgrown.

Access to the north side of the house is restricted because of a rose bush that covers much of the west side of the house and by the remains of the collapsed house on the adjoining property. The steps and low retaining wall along the road are nearly invisible from the overgrowth of honeysuckle and poison ivy.

The view from the front porch would have given a wide view of the gorge, taking in the railroad tracks and the river. Due to overgrowth of the trees on the mountain, however, these views are now completely blocked.

James Humphrey Sr. House

The James Humphrey Sr. house is a basic one story, four room structure with two rooms added onto the back. It also has an enclosed basement. It was built before 1920, but the exact construction date is unknown (Harper 1983, 7:8).

The principle 1½ story gable roofed structure measures approximately 32' x 26' and has porches on the south and full length of the east elevation. Additions with low pitched shed roofs are present on the north and north elevations. The structure projects out over a steep slope, and there is approximately 13' from the main floor level to the grade at the front of the house.

By being built on a very steep hill, the James Humphrey Sr. house's landscape is more complex than many of the other houses described in this inventory. The east yard has been divided into a series of terraces with retaining walls that makes the yard more useable. There is a boat shelter tucked in at the eastern edge of the property. There are several remnants such as a trellis and a collapsed arbor to indicate that the east yard was a planted garden at one point.

Due to the numerous terraces on this site, a large variety of vegetation remains. Within the terraces are traces of iris, yucca, lilies, spirea, and forsythia. However, sedum is the predominant ground cover, covering many of the retaining walls. A birch and redbud are located near the collapsed arbor structure, though the site is dominated by two large oak trees located on the west and east sides of the house, partially shading much of the site. A large rhododendron surrounded by ferns and irises is present on the northwest side of the house, though it wasn't readily accessible due to the invasion of poison ivy.

Located uphill from the Erskine Pugh House, this property probably would have had a spectacular view of Downtown Thurmond, the railroad, and the river beyond. Currently, the tree growth on the downhill slopes blocks the view to anything but the mountains beyond.

Coaling Tower-CSX Railroad Owned

Although the National Park Service does not own the coaling tower located in the Thurmond Historic District, due to its importance as a character defining feature in the district, it should be mentioned in the Cultural Landscape Inventory.

The Thurmond coaling tower was constructed in 1922. It was designed by Fairbanks, Morse, and Company of Chicago, a leading manufacturer that designed and built over 700 coaling stations. A New York construction firm employed 25 people to build the coaling station at a cost of \$85,000 (Peyton 1988, 32). A sand drying and blowing house was built directly behind the coaling tower to provide the sand which would improve the traction of the engines on the tracks.

The coaling tower is a 77-foot tall, reinforced concrete structure with a concrete gable roof. The structure is supported on fourteen columns. The sand drying and blowing house is a rectangular reinforced concrete structure with a reinforced concrete gabled roof, chamfered corners on the walls, and one door located on the south façade.

Abandoned by the C&O Railroad in 1960, the structure has been allowed to deteriorate. CSX

is unwilling to sell and plans to demolish the structure (Fuerst 2000, 11).

Commercial District

The commercial district of the Thurmond Historic District consists of three commercial buildings, which were being rehabilitated at the time of the field survey. The Goodwin-Kincaid building was the first commercial building built in Thurmond. It was built in 1901 and has a 75 foot front façade (Harper 1983, 7:5). The building is a 3 story, 9 bay commercial building measuring 46' 8" x 75'. Its cut stone front is framed with a cast iron column and beam system. A tulip motif decorates the column capitals. The roof and flooring systems have failed, and the interior is open.

The Mankin-Cox Building followed the Goodwin-Kincaid Building. It is a 3 story building built in 1904 by Dr. J. W. Mankin whose offices were located on the second floor. His wife ran a pharmacy on the first floor of the building (Harper 1983, 7:4). The building's front facade is covered with yellow brick, while the others are red brick. The building also has stone sills and a cast iron 3 bay store front below an iron beam with cast iron rosettes.

The final building in the row was the National Bank of Thurmond, which was built in 1906. It was a 4 story building that had banking facilities on the first floor and apartment space above (Harper 1983, 7:5). The building measures 58' x 46' 8" and is made of brick. Two-thirds of the storefront has pedimented limestone and one-third cast iron. The south façade of the first floor that is covered with limestone ashlar in the classical revival style, was installed in 1923 covering the original cast iron storefront.

Erskin Pugh Rental House

The Erskin Pugh Rental House is a pre-1920 single room house on the hillside (Harper 1983, 7:9). The structure is located behind the commercial row structures. It is a 1 story, 1 room house measuring approximately 20' x 20' with a gable roof. The entrance to the house is through the front gabled porch on the east elevation. The house was built against the steep slope of the gorge on a 4'-high block foundation. It is the only existing structure of this type in Thurmond.

The house is supported by a long mortared stone retaining wall. There is a second retaining wall located further south from the house, but it has been broken up. The house was accessed by a set of steps leading up from the generally level area behind the commercial buildings. Closer inspection of the Erskin Pugh Rental House was not possible due to the thick growth of vegetation, specifically poison ivy.

The house was placed high enough above the commercial buildings that it would have some view of the gorge, but the view to the river would be blocked.

Erskin Pugh House

The Erskin Pugh House was constructed c. 1900, to the northeast of the Mankin-Cox Building (Harper 1983, 7:9). The house is a 1 story modified "I" house with German clapboard siding over a balloon frame that measures 21'4" x 35'2". House was built against the steep slope of the gorge and an open porch rests on the east and south sides. The west façade has a lattice-enclosed porch.

The Pugh house is accessed by a gravel drive leading from the commercial district access road, which slopes up above the level area located east of the Mankin Cox Building. At the time of the field survey, this entry drive had been significantly regraded to provide access to the back of the commercial buildings for construction machinery and materials. There are stone steps leading north from the entry drive to the lattice-enclosed porch on the west side of the house. A retaining wall runs north from the back of this porch then heads east across the north side of the house to provide drainage for the house. There are steps leading down to the east yard from the porch located on the east façade. A concrete sidewalk runs the length of this yard.

For the most part, the Pugh house yards are covered with turf. There are several specimen plants such as privet hedge on the south edge of the east yard that ends at a large silver maple tree. There is a large honey locust tree planted just south of the entry drive near the western edge of the house. The west yard is edged with a large linden tree and a paulownia.

The Pugh house is one of the few houses in the Thurmond Historic District that has managed to retain its view. Due to the fact that the commercial district is between the house and the river, vegetation has not had a chance to become overgrown and block the view. (See photo of view in Views and Vistas Section of this report).

Phillip McClung Homeplace and Rental House

The Philip McClung Homeplace and adjacent Philip McClung Rental House are built from the same pattern. They are post 1920, basic one story, four room structures, built out over the hill (Harper 1983, 7:9-10). These two houses are the last of a series of worker houses that were perched along the edge of the upper ridge of houses.

The Philip McClung Homeplace is a 1 story frame house that measures approximately 34' x 25' including the two shed additions. It has a covered porch that measures 10' x 5'. The gable roof is covered with rolled asphalt, and the house has been sided with asbestos shingles. The foundation is part concrete block and part wood pier.

The Philip McClung Rental is similar in construction to the adjacent Philip McClung Homeplace with the addition of a large projected addition centered on the northeast elevation. The house has a 1 story frame construction that measures approximately 28' x 32'. The house has both a stone and wood pier foundations and has some horizontal wood siding and bricktex tarpaper.

There are covered porches on the north and east façades. The structure is in poor condition. Several of the wooden posts carrying the cantilevered floor system have moved, leaving the projected half of the structure unstable. The roof has begun to fail on the west side of the house.

These two houses have a simple landscape. There is a small area between the houses and the road defined by a retaining wall that supports the road. They each have a sidewalk leading from the road to the house, in addition to some form of ramp or steps near the house entry. The homeplace contains remnants of a wooden ramp between the two houses whereas the rental house contains a set of concrete steps.

The rental property also has a small raised garden bed defined by logs in front of the house, and the retaining wall has been mortared whereas the retaining wall of the homeplace is dry-laid. There is little division between the two properties but the sparse plantings separate the two properties. These plantings consist of a locust tree surrounded by yucca and a hibiscus nearly halfway between the two houses.

Railroad Passenger Depot

The Thurmond passenger depot is a rectangular two story wood-framed structure. Most frame passenger depots on the C&O Railroad line were one story structures, but the Thurmond passenger depot was built with this nonstandard design due to Thurmond's importance as an assembling point for coal trains. Additional space was required for file storage, clerk's offices, the trainmaster's office, yardmaster's office, car distributor's office, and telegrapher's cabin.

The passenger depot has two stories and measures 136'6" x 16', and a bracketed shed roof partially shelters station platform. A gabled signal tower lies perpendicular to main gable roof and projects 4" from the main wall on the track side of the building. A covered balcony walkway on the south façade provides access to second story offices. Building restoration was completed in 1995.

Railroad Bridge

The railroad bridge over the New River is a very significant structure to the Thurmond Historic District due to the fact that its creation provided the impetus for the town of Thurmond to be built. It still provides the only nontrain access in and out of town. This bridge, which was built c. 1910 was the second bridge built on this site. The first bridge built in 1888 washed out around 1908 (Harper 1983, 7:6).

The combination truss and deck bridge spans the river at an angle. The deck section has a span of approximately 840', and carries a single lane for automobile traffic. The truss section carries a single rail track. Two of the original stone piers remain.

Billy McGuffin House

The house was originally built c.1900 for Mr. Cary, a railroad official. It fits the description of a typical 2 story house that was built in the eastern end of town (Harper 1983, 7:2). In spite of the recent addition of vinyl siding covering the original weatherboard siding, the structure is an excellent example of the early period of Thurmond housing for the more affluent class of Thurmond residents. The house is well constructed, and retains a high degree of integrity in form, layout, and interior finishes.

The two story structure occupies a 32' x 32' footprint, with four rooms downstairs, and four rooms and an original bathroom upstairs. Brick chimneys are centered on each slope of an asphalt shingled gable roof. The roof ridge is oriented roughly northeast-southwest. Windows are 2 over 2 double-hung wood sash. A small shed-roof entrance porch shelters the kitchen entrance. A veranda curves around the main entrance at the southeast corner of the structure. The entrance door is set in at a 45 degree angle to the side walls.

The house sits behind the Thurmond Church, and its yard has been sectioned off by a wire fence and screened with a hemlock hedge. The concrete sidewalk leading up to the porch is accessed through a decorative gate in the fencing. There is a small brick planter in the eastern section of the yard. A long stone retaining wall holds the slope back to accommodate the driveway which leads to the garage in the back and beyond to the Friday Meadows/Phillip McClung House. A small, currently unroofed structure has been built into the masonry wall directly across from the side entrance of the house. The historic use of the structure is unknown, but it might have been cold storage or a coal bin.

Friday Meadows/Phillip McClung House

The Friday Meadows/Phillip McClung House was built after 1920 (Harper 1983, 7:9). The structure is a one story, wood frame, four room structure, with a shed roofed porch on the southwest elevation. The ridge of the gable roof of the principal structure runs northwest to southeast, and is surfaced with roll roofing. The southeast elevation is supported on wood piers, with the remainder of the structure built virtually on grade.

The house is somewhat remotely sited in the most eastern part of Thurmond. It is accessed via the driveway for the Billy McGuffin house. Steps lead down to a sidewalk to the porch entry to the house. There was a small yard west of the house that still retains a brick planter. The yard and site in general are overgrown with vegetation.

Dun Glen

The Dun Glen side of the river has many buildings and structures, but none are contributing to the period of significance. There are several buildings that are placed on the site for Park Service ranger station, maintenance and storage. They include the Dun Glen ranger station,

which was an addition to the existing reuse of a portion of the original Dun Glen Hotel foundation, thus is included in the historic district of Thurmond. The ranger station is a single story brick building with a hipped roof on the south side and a vertical wood sided frame structure on the north side of the building. Sometime before 1981 a new roof was placed over several rooms located on the first floor in the northwest corner of the hotel. At an undetermined date, the NPS built another roof placed atop part of this when an addition was constructed for the ranger station. The maintenance cluster of buildings includes the garages, which are constructed of concrete block with a striped concrete façade. There is also a small service station in this area that is brick with a hipped roof.

The Dun Glen section also has a building that is used for staff housing. It is a 2 story wood-sided building with several residences. There are also a series of structures that are used for river patrols and river guides. All of these buildings are wood-frame construction. They include the Dun Glen river patrol pavilion, the Dun Glen guide room and the Dun Glen open boat storage building. The final structures on the site are for visitor use. They include a large picnic shelter and information kiosk and a public restroom and shower building. There is another information kiosk located in the Thurmond overflow parking lot near the railroad bridge.

Character-defining Features:

Feature: Armour Meat Packing Plant Retaining Wall (Sheet 3C)

Feature Identification Number: 92843

Type of Feature Contribution: Contributing

Feature: Bessie Sears House (Sheet 3A)

Feature Identification Number: 92844

Type of Feature Contribution: Contributing

Feature: Bessie Sears Retaining Wall #1 (Sheet 3A)

Feature Identification Number: 92845

Type of Feature Contribution: Contributing

Feature: Bessie Sears Retaining Wall #2 (Sheet 3A)

Feature Identification Number: 92846

Type of Feature Contribution: Contributing

Feature: Bessie Sears Retaining Wall #3 (Sheet 3A)

Feature Identification Number: 92847

Type of Feature Contribution: Contributing

Feature: Billy McGuffin Cold Storage (Sheet 5A)

Feature Identification Number: 92848
Type of Feature Contribution: Contributing
Feature: Billy McGuffin Garage (Sheet 5A)
Feature Identification Number: 92849
Type of Feature Contribution: Undetermined
Feature: Billy McGuffin House (Sheet 5A)
Feature Identification Number: 92850
Type of Feature Contribution: Contributing
Feature: Billy McGuffin Retaining Wall (Sheet 5A)
Feature Identification Number: 92851
Type of Feature Contribution: Contributing
Feature: Coaling Tower (Sheet 3C)
Feature Identification Number: 92852
Type of Feature Contribution: Contributing
Feature: Commercial District Retaining Wall #1 (Sheet 3D)
Feature Identification Number: 92853
Type of Feature Contribution: Contributing
Feature: Commercial District Retaining Wall #2 (Sheet 3D)
Feature Identification Number: 92854
Type of Feature Contribution: Contributing
Feature: Commercial District Retaining Wall #3 (Sheet 3D)
Feature Identification Number: 92855
Type of Feature Contribution: Contributing
Feature: Commercial District Shed (Sheet 3D)
Feature Identification Number: 92856
Type of Feature Contribution: Undetermined
Feature: Commercial District Storage Building (Sheet 3D)
Feature Identification Number: 92857

Type of Feature Contribution: Contributing

Feature: Drema Robertson House (Sheet 2C)

Feature Identification Number: 92858

Type of Feature Contribution: Contributing

Feature: Drema Robertson Retaining Wall #1 (Sheet 2C)

Feature Identification Number: 92859

Type of Feature Contribution: Contributing

Feature: Drema Robertson Retaining Wall #2 (Sheet 2C)

Feature Identification Number: 92860

Type of Feature Contribution: Contributing

Feature: Drema Robertson Retaining Wall #3 (Sheet 2C)

Feature Identification Number: 92861

Type of Feature Contribution: Contributing

Feature: Drema Robertson Retaining Wall #4 (Sheet 2C)

Feature Identification Number: 92862

Type of Feature Contribution: Contributing

Feature: Drema Robertson Retaining Wall #5 (Sheet 2C)

Feature Identification Number: 97254

Type of Feature Contribution: Contributing

Feature: Drema Robertson Retaining Wall #6 (Sheet 2C)

Feature Identification Number: 97721

Type of Feature Contribution: Contributing

Feature: Dun Glen Boathouse (Sheet 7)

Feature Identification Number: 97722

Type of Feature Contribution: Non-Contributing

Feature: Dun Glen Chimney (Sheet 7)

Feature Identification Number: 97723

Type of Feature Contribution: Undetermined

Feature: Dun Glen Guide Room (Sheet 7)

Feature Identification Number: 97724

Type of Feature Contribution: Non-Contributing

Feature: Dun Glen Information Kiosk (Sheet 7)

Feature Identification Number: 97725

Type of Feature Contribution: Non-Contributing

Feature: Dun Glen Maintenance Building (Sheet 7)

Feature Identification Number: 97726

Type of Feature Contribution: Non-Contributing

Feature: Dun Glen Open Boat Storage Building (Sheet 7)

Feature Identification Number: 97727

Type of Feature Contribution: Non-Contributing

Feature: Dun Glen Picnic Shelter (Sheet 7)

Feature Identification Number: 97728

Type of Feature Contribution: Non-Contributing

Feature: Dun Glen Ranger Station (Sheet 7)

Feature Identification Number: 97729

Type of Feature Contribution: Non-Contributing

Feature: Dun Glen Restroom Building (Sheet 7)

Feature Identification Number: 97730

Type of Feature Contribution: Non-Contributing

Feature: Dun Glen River Patrol Pavilion (Sheet 7)

Feature Identification Number: 97731

Type of Feature Contribution: Non-Contributing

Feature: Dun Glen Service Garages (Sheet 7)

Feature Identification Number: 97732

Type of Feature Contribution: Non-Contributing

Feature: Dun Glen Service Station (Sheet 7)

Feature Identification Number: 97733

Type of Feature Contribution: Non-Contributing

Feature: Dun Glen Staff Residence (Sheet 7)

Feature Identification Number: 97734

Type of Feature Contribution: Non-Contributing

Feature: Dun Glen Thurmond Overflow Parking Information Kiosk (Sheet 6)

Feature Identification Number: 97735

Type of Feature Contribution: Non-Contributing

Feature: Erskin Pugh House (Sheet 3D)

Feature Identification Number: 97736

Type of Feature Contribution: Contributing

IDLCS Number: 080364

LCS Structure Name: Pugh House

LCS Structure Number: N-001

Feature: Erskin Pugh Rental House (Sheet 3D)

Feature Identification Number: 97737

Type of Feature Contribution: Contributing

IDLCS Number: 080366

LCS Structure Name: Erskin Pugh House, Rental

LCS Structure Number: N-007

Feature: Erskin Pugh Rental Retaining Wall #1 (Sheet 3D)

Feature Identification Number: 97738

Type of Feature Contribution: Contributing

Feature: Erskin Pugh Rental Retaining Wall #2 (Sheet 3D)

Feature Identification Number: 97739

Type of Feature Contribution: Contributing

Feature: Erskin Pugh Rental Retaining Wall #3 (Sheet 3D)

Feature Identification Number: 97740

Type of Feature Contribution: Contributing

Feature: Erskin Pugh Retaining Wall #1 (Sheet 3D)

Feature Identification Number: 97741

Type of Feature Contribution: Contributing

Feature: Fatty Lipcomb House (Sheet 2B)

Feature Identification Number: 97742

Type of Feature Contribution: Contributing

IDLCS Number: 081347

LCS Structure Name: "Fatty Lipcomb" House

LCS Structure Number: N-182

Feature: Fatty Lipcomb Retaining Wall #1 (Sheet 2B)

Feature Identification Number: 97743

Type of Feature Contribution: Contributing

Feature: Fatty Lipcomb Retaining Wall #2 (Sheet 2B)

Feature Identification Number: 97744

Type of Feature Contribution: Contributing

Feature: Fatty Lipcomb Retaining Wall #3 (Sheet 2B)

Feature Identification Number: 97745

Type of Feature Contribution: Contributing

IDLCS Number: 081354

LCS Structure Name: "Fatty Lipcomb" Retaining Wall

LCS Structure Number: N-182.A

Feature: Friday Meadows/Phillip McClung House (Sheet 5B)

Feature Identification Number: 97746

Type of Feature Contribution: Contributing

IDLCS Number: 081342

LCS Structure Name: Philip McClung House, Tract 165-09

LCS Structure Number: N-168

Feature: Friday Meadows/Phillip McClung Retaining Wall #1 (Sheet 5B)

Feature Identification Number: 97747

Type of Feature Contribution: Contributing

Feature: Friday Meadows/Phillip McClung Retaining Wall #2 (Sheet 5B)

Feature Identification Number: 97748

Type of Feature Contribution: Contributing

Feature: Friday Meadows/Phillip McClung Retaining Wall #3 (Sheet 5B)

Feature Identification Number: 97749

Type of Feature Contribution: Contributing

Feature: Goodwin-Kincaid Bridge (Sheet 3D)

Feature Identification Number: 97750

Type of Feature Contribution: Undetermined

Feature: Goodwin-Kincaid Building (Sheet 3D)

Feature Identification Number: 97751

Type of Feature Contribution: Contributing

IDLCS Number: 080365

LCS Structure Name: Goodwin-Kincaid Building

LCS Structure Number: N-003

Feature: Goodwin-Kincaid Retaining Wall #1 (Sheet 3D)

Feature Identification Number: 97752

Type of Feature Contribution: Contributing

Feature: Goodwin-Kincaid Retaining Wall #2 (Sheet 3D)

Feature Identification Number: 97753

Type of Feature Contribution: Contributing

Feature: Harold Smith Retaining Wall #1 (Sheet 1B)

Feature Identification Number: 97866

Type of Feature Contribution: Contributing

Feature: Harold Smith Retaining Wall #2 (Sheet 1B)

Feature Identification Number: 97867
Type of Feature Contribution: Contributing
Feature: Harold Smith House (Sheet 1B)
Feature Identification Number: 97829
Type of Feature Contribution: Contributing
Feature: Harold Smith Railroad Tie Retaining Wall #3 (Sheet 1B)
Feature Identification Number: 97865
Type of Feature Contribution: Contributing
Feature: Homer Nicely/Charles Ashley Collapsed Building (Sheet 1A)
Feature Identification Number: 97868
Type of Feature Contribution: Undetermined
Feature: Homer Nicely/Charles Ashley Garage (Sheet 1A)
Feature Identification Number: 97869
Type of Feature Contribution: Contributing
IDLCS Number: 081351
LCS Structure Name: Ashley Garage
LCS Structure Number: N-191
Feature: Homer Nicely/Charles Ashley House (Sheet 1A)
Feature Identification Number: 97870
Type of Feature Contribution: Contributing
IDLCS Number: 081350
LCS Structure Name: Homer Nicely/Charles H. Ashley House
LCS Structure Number: N-190
Feature: Homer Nicely/Charles Ashley Retaining Wall #1 (Sheet 1A)
Feature Identification Number: 97871
Type of Feature Contribution: Contributing
Feature: Homer Nicely/Charles Ashley Retaining Wall #2 (Sheet 1A)
Feature Identification Number: 97872

Type of Feature Contribution: Contributing

Feature: Homer Nicely/Charles Ashley Retaining Wall #3 (Sheet 1A)

Feature Identification Number: 97873

Type of Feature Contribution: Contributing

Feature: Homer Nicely/Charles Ashley Retaining Wall #4 (Sheet 1A)

Feature Identification Number: 97874

Type of Feature Contribution: Contributing

Feature: Homer Nicely/Charles Ashley Retaining Wall #5 (Sheet 1A)

Feature Identification Number: 97875

Type of Feature Contribution: Contributing

Feature: Homer Nicely/Charles Ashley Retaining Wall #6 (Sheet 1A)

Feature Identification Number: 97876

Type of Feature Contribution: Contributing

Feature: Homer Nicely/Charles Ashley Shed (Sheet 1A)

Feature Identification Number: 97877

Type of Feature Contribution: Contributing

IDLCS Number: 081352

LCS Structure Name: Ashley Shed

LCS Structure Number: N-193

Feature: James Humphrey Sr. Boat Shelter (Sheet 3B)

Feature Identification Number: 97878

Type of Feature Contribution: Undetermined

Feature: James Humphrey Sr. House (Sheet 3B)

Feature Identification Number: 97879

Type of Feature Contribution: Contributing

Feature: James Humphrey Sr. Retaining Wall #1 (Sheet 3B)

Feature Identification Number: 97880

Type of Feature Contribution: Contributing

Feature: James Humphrey Sr. Retaining Wall #2 (Sheet 3B)

Feature Identification Number: 97881

Type of Feature Contribution: Contributing

Feature: James Humphrey Sr. Retaining Wall #3 (Sheet 3B)

Feature Identification Number: 97882

Type of Feature Contribution: Contributing

Feature: James Humphrey Sr. Retaining Wall #4 (Sheet 3B)

Feature Identification Number: 97883

Type of Feature Contribution: Contributing

Feature: James Humphrey Sr. Retaining Wall #5 (Sheet 3B)

Feature Identification Number: 97884

Type of Feature Contribution: Contributing

Feature: James Humphrey Sr. Retaining Wall #6 (Sheet 3B)

Feature Identification Number: 97885

Type of Feature Contribution: Contributing

Feature: James Humphrey Sr. Retaining Wall #7 (Sheet 3B)

Feature Identification Number: 97886

Type of Feature Contribution: Contributing

Feature: James Humphrey Sr. Retaining Wall #8 (Sheet 3B)

Feature Identification Number: 97887

Type of Feature Contribution: Contributing

Feature: James Humphrey Sr. Retaining Wall #9 (Sheet 3B)

Feature Identification Number: 97888

Type of Feature Contribution: Contributing

Feature: Lafayette Hotel Retaining Wall (Sheet 3C)

Feature Identification Number: 97889

Type of Feature Contribution: Contributing

Feature: Mankin-Cox Building (Sheet 3D)

Feature Identification Number: 97890
Type of Feature Contribution: Contributing
IDLCS Number: 080340
LCS Structure Name: Mankin-Cox Building
LCS Structure Number: N-002

Feature: Margaret Dalton House (Sheet 2C)
Feature Identification Number: 97891
Type of Feature Contribution: Contributing

Feature: Margaret Dalton Retaining Wall #1 (Sheet 2C)
Feature Identification Number: 97892
Type of Feature Contribution: Contributing

Feature: Margaret Dalton Retaining Wall #2 (Sheet 2C)
Feature Identification Number: 97893
Type of Feature Contribution: Contributing

Feature: Marilyn Brown House (Sheet 2B)
Feature Identification Number: 97894
Type of Feature Contribution: Contributing
IDLCS Number: 081348
LCS Structure Name: Marilyn Brown House
LCS Structure Number: N-183

Feature: Marilyn Brown Retaining Wall #1 (Sheet 2B)
Feature Identification Number: 97895
Type of Feature Contribution: Contributing

Feature: Marilyn Brown Retaining Wall #2 (Sheet 2B)
Feature Identification Number: 97896
Type of Feature Contribution: Contributing

Feature: Marilyn Brown Retaining Wall #3 (Sheet 2B)
Feature Identification Number: 97897

Type of Feature Contribution: Contributing

Feature: May Bagoski House (Sheet 1B)

Feature Identification Number: 97898

Type of Feature Contribution: Contributing

Feature: May Bagoski Retaining Wall #1 (Sheet 1B)

Feature Identification Number: 97899

Type of Feature Contribution: Contributing

Feature: May Bagoski Retaining Wall #2 (Sheet 1B)

Feature Identification Number: 98172

Type of Feature Contribution: Contributing

Feature: May Bagoski Retaining Wall #3 (Sheet 1B)

Feature Identification Number: 99058

Type of Feature Contribution: Contributing

Feature: National Bank of Thurmond (Sheet 3D)

Feature Identification Number: 99059

Type of Feature Contribution: Contributing

IDLCS Number: 080341

LCS Structure Name: National Bank of Thurmond

LCS Structure Number: N-004

Feature: Phillip McClung Homeplace House (Sheet 4A)

Feature Identification Number: 99060

Type of Feature Contribution: Contributing

IDLCS Number: 081344

LCS Structure Name: Philip Mcclung House-Home Place, Rental, Tract
165-13

LCS Structure Number: N-170

Feature: Phillip McClung Homeplace Retaining Wall#1 (Sheet 4A)

Feature Identification Number: 99061

Type of Feature Contribution: Contributing

Feature: Phillip McClung Homeplace Retaining Wall#2 (Sheet 4A)

Feature Identification Number: 99062

Type of Feature Contribution: Contributing

Feature: Phillip McClung Rental House (Sheet 4A)

Feature Identification Number: 99063

Type of Feature Contribution: Contributing

IDLCS Number: 081343

LCS Structure Name: Philip McClung House-Rental, Tract 165-12

LCS Structure Number: N-169

Feature: Phillip McClung Rental Retaining Wall #1 (Sheet 4A)

Feature Identification Number: 99064

Type of Feature Contribution: Contributing

Feature: Phillip McClung Rental Retaining Wall #2 (Sheet 4A)

Feature Identification Number: 99065

Type of Feature Contribution: Contributing

Feature: Post Office (Sheet 4) NOT NPS-OWNED

Feature Identification Number: 99066

Type of Feature Contribution: Contributing

Feature: Railroad Bridge (Sheet 4B) NOT NPS-OWNED

Feature Identification Number: 99067

Type of Feature Contribution: Contributing

Feature: Railroad Passenger Depot (Sheet 4B)

Feature Identification Number: 99068

Type of Feature Contribution: Contributing

IDLCS Number: 080367

LCS Structure Name: Thurmond Passenger Depot and Offices

LCS Structure Number: N-008

Feature: Sid Childers/Margie Richmond House (Sheet 2C)

Feature Identification Number: 99069
Type of Feature Contribution: Contributing
IDLCS Number: 081346
LCS Structure Name: Sid Childers/Margie Richmond House
LCS Structure Number: N-181

Feature: Sid Childers/Margie Richmond Retaining Wall #1 (Sheet 2C)
Feature Identification Number: 99070
Type of Feature Contribution: Contributing

Feature: Sid Childers/Margie Richmond Retaining Wall #2 (Sheet 2C)
Feature Identification Number: 99071
Type of Feature Contribution: Contributing

Feature: Sid Childers/Margie Richmond Retaining Wall #3 (Sheet 2C)
Feature Identification Number: 99072
Type of Feature Contribution: Contributing

Feature: Sidney Ward House (Sheet 1C)
Feature Identification Number: 99073
Type of Feature Contribution: Contributing
IDLCS Number: 081349
LCS Structure Name: Sidney Ward House
LCS Structure Number: N-186

Feature: Sidney Ward Log Retaining Wall (Sheet 1C)
Feature Identification Number: 99074
Type of Feature Contribution: Contributing

Feature: Sidney Ward Stone Retaining Wall #1 (Sheet 1C)
Feature Identification Number: 99075
Type of Feature Contribution: Contributing

Feature: Sidney Ward Stone Retaining Wall #2 (Sheet 1C)
Feature Identification Number: 99076

Type of Feature Contribution: Contributing

Feature: Sidney Ward Stone Retaining Wall #3 (Sheet 1C)

Feature Identification Number: 99077

Type of Feature Contribution: Contributing

Feature: Sidney Ward Stone Retaining Wall #4 (Sheet 1C)

Feature Identification Number: 99078

Type of Feature Contribution: Contributing

Feature: Sidney Ward Stone Retaining Wall #5 (Sheet 1C)

Feature Identification Number: 99079

Type of Feature Contribution: Contributing

Feature: Signal Tower (Sheet 3D) NOT NPS-OWNED

Feature Identification Number: 99080

Type of Feature Contribution: Contributing

Feature: Thurmond Town Hall (Sheet 3C) NOT NPS-OWNED

Feature Identification Number: 99081

Type of Feature Contribution: Undetermined

Feature: Thurmond Water Works Building (Sheet 3C) NOT NPS-OWNED

Feature Identification Number: 99082

Type of Feature Contribution: Undetermined

Feature: Tom Kelly House (Sheet 3A)

Feature Identification Number: 99083

Type of Feature Contribution: Contributing

IDLCS Number: 081345

LCS Structure Name: Tom Kelly House

LCS Structure Number: N-179

Feature: Vivian Kelly House (Sheet 2C)

Feature Identification Number: 99084

Type of Feature Contribution: Contributing

Feature: Vivian Kelly Retaining Wall #1 (Sheet 2C)

Feature Identification Number: 99085

Type of Feature Contribution: Contributing

Feature: Vivian Kelly Retaining Wall #2 (Sheet 2C)

Feature Identification Number: 99086

Type of Feature Contribution: Contributing

Feature: Wedzel Young Bridge (Sheet 1A)

Feature Identification Number: 99087

Type of Feature Contribution: Undetermined

Feature: Wedzel Young House (Sheet 1A)

Feature Identification Number: 99088

Type of Feature Contribution: Contributing

Feature: Wedzel Young Retaining Wall #1 (Sheet 1A)

Feature Identification Number: 99089

Type of Feature Contribution: Contributing

Feature: Wedzel Young Retaining Wall #2 (Sheet 1A)

Feature Identification Number: 92030

Type of Feature Contribution: Contributing

Feature: Wedzel Young Retaining Wall #3 (Sheet 1A)

Feature Identification Number: 92031

Type of Feature Contribution: Contributing

Feature: Wedzel Young Retaining Wall #4 (Sheet 1A)

Feature Identification Number: 92026

Type of Feature Contribution: Contributing

Feature: Wedzel Young Retaining Wall #5 (Sheet 1A)

Feature Identification Number: 92958

Type of Feature Contribution: Contributing

Landscape Characteristic Graphics:



Historic view of Thurmond's Commercial Row with houses on the hillside above. Notice series of small worker houses perched on the upper terrace (NERI 0835).



Phillip McClung Homeplace with Rental House in the background. Two of the remaining worker houses in Thurmond (PHSO 2002).



James Humphrey Sr. House with extensive retaining wall system in the foreground (PHSO 2002).



Thurmond passenger depot and bridge (PHSO 2002).



Fatty Lipcomb House with mortared retaining wall overgrown with vegetation. Note remnants of picket fence on right that are mentioned in Small Scale Features section (PHSO 2002).



Thurmond commerical row framed by the C&O signal tower.



Erskine Pugh House with commercial row retaining walls in the foreground (PHSO 2002).



Coaling tower (PHSO 2002).



From left to right: Drema Robertson, Vivian Kelly, and Margaret Dalton houses (PHSO 2002).

Views And Vistas

The fact that much of the town of Thurmond was built on a steep hillside enabled good views of the New River Gorge from most points in the town. The buildings of the town itself were very utilitarian, thus they were not designed to be architecturally interesting. In addition, the industrial uses of coal may have covered much of the town with soot and ash. However, the natural beauty of the river and the landforms of the gorge itself would have always provided an excellent backdrop to the town.

Many of the houses have porches that overlook the gorge, which would indicate leisure time was most likely spent enjoying the view from these vantage points. Today, however, most of these views have been blocked by uncontrolled vegetation growth. There are very few vantage points where the river itself is visible due to the tree growth on the river plain, and many of the porches have any views out blocked by vegetation growing close to the porch. The commercial row and railroad right of way area still offer wonderful views up to the dramatic landforms of the New River Gorge. The houses located closer to the railroad track are the primary sites that maintain their historic view of the river.

Character-defining Features:

Feature: Bessie Sears Historic View (Sheet 3A)

Feature Identification Number: 94975

Type of Feature Contribution: Contributing

Feature: Erskin Pugh Rental Historic View (Sheet 3D)

Feature Identification Number: 94976

Type of Feature Contribution: Contributing

Feature: Erskin Pugh View (Sheet 3D)

Feature Identification Number: 94977

Type of Feature Contribution: Contributing

Feature: Fatty Lipcomb Historic View (Sheet 2B)

Feature Identification Number: 94978

Type of Feature Contribution: Contributing

Feature: Homer Nicely/Charles Ashley Historic View (Sheet 1A)

Feature Identification Number: 94979

Type of Feature Contribution: Contributing

Feature: James Humphrey Sr. Historic View (Sheet 3B)

Feature Identification Number: 94980

Type of Feature Contribution: Contributing

Feature: Margaret Dalton Historic View (Sheet 2C)

Feature Identification Number: 94981

Type of Feature Contribution: Contributing

Feature: May Bagoski Historic View (Sheet 1B)

Feature Identification Number: 94982

Type of Feature Contribution: Contributing

Feature: Sidney Ward Historic View (Sheet 1C)

Feature Identification Number: 94983

Type of Feature Contribution: Contributing

Feature: Tom Kelly Historic View (Sheet 3A)

Feature Identification Number: 94984

Type of Feature Contribution: Contributing

Landscape Characteristic Graphics:



Typical historic view that is now blocked by uncontrolled vegetation growth, James Humphrey Sr. House (PHSO 2002).



View to the New River from the Erskine Pugh House, one of the few historic views that has remained visible today (PHSO 2002).

Small Scale Features

The small scale features in the Thurmond Historic District that are possibly contributing consist mainly of fences, gates, boulders and garden remnants. The types fences include wire fence, picket fences and some chain-length fence, and there are both wooden and metal-frame gates in the district. Many of the houses have used the natural boulders located in the gorge as features in the landscape. Some of the boulders have been arranged, but most of them are large and placed naturally. The garden remnants reveal themselves as circles of brick that surround a raised dirt area or small areas where railroad ties support a raised bed. Several of the houses had utility features such as clothes line poles. Many of these features have been identified on the Existing Conditions Maps.

However, most small scale features found in the district are modern additions, and therefore non-contributing to the district's period of significance. Some of these features include items around the passenger depot and the Dun Glen parking and picnic area that are placed for visitor convenience. These include items such as benches, trashcans, bicycle racks and picnic tables. There are also waysides and bulletin boards at both locations to give information about historic Thurmond. There is modern fencing located around the depot to screen the air conditioning units and to limit access to the railroad tracks. There are also several types of light poles in the district. Some are utilitarian, and some have been designed as historic replicas.

Character-defining Features:

Feature: Billy McGuffin Brick Planter (Sheet 5A)

Feature Identification Number: 93864

Type of Feature Contribution: Undetermined

Feature: Billy McGuffin Fence (Sheet 5A)

Feature Identification Number: 93865

Type of Feature Contribution: Undetermined

Feature: Billy McGuffin Gate (Sheet 5A)

Feature Identification Number: 93866

Type of Feature Contribution: Undetermined

Feature: Commercial District Railroad Tie Cribbing (Sheet 3D)

Feature Identification Number: 93867

Type of Feature Contribution: Undetermined

Feature: Drema Robertson Arbor Remains (Sheet 2C)

Feature Identification Number: 93868
Type of Feature Contribution: Undetermined
Feature: Drema Robertson Wire Fence (Sheet 2C)
Feature Identification Number: 93869
Type of Feature Contribution: Undetermined
Feature: Dun Glen Hotel Information Sign (Sheet 7)
Feature Identification Number: 93870
Type of Feature Contribution: Non-Contributing
Feature: Dun Glen Picnic Tables
Feature Identification Number: 93871
Type of Feature Contribution: Non-Contributing
Feature: Dun Glen Thurmond Overflow Parking Picnic Table (Sheet 6)
Feature Identification Number: 93872
Type of Feature Contribution: Non-Contributing
Feature: Dun Glen Thurmond Overflow Parking Trash Cans (Sheet 6)
Feature Identification Number: 93873
Type of Feature Contribution: Non-Contributing
Feature: Dun Glen Thurmond Overflow Parking Wooden Guard-rail Fence (Sheet 6)
Feature Identification Number: 93874
Type of Feature Contribution: Non-Contributing
Feature: Fatty Lipcomb Fence #1 (Sheet 2B)
Feature Identification Number: 93875
Type of Feature Contribution: Undetermined
Feature: Fatty Lipcomb Fence #2 (Sheet 2B)
Feature Identification Number: 93876
Type of Feature Contribution: Contributing
IDLCS Number: 081353
LCS Structure Name: "Fatty Lipcomb" Yard Fencing

LCS Structure Number:	N-182.B
Feature:	Fatty Lipcomb Garden Entry (Sheet 2B)
Feature Identification Number:	93877
Type of Feature Contribution:	Undetermined
Feature:	Friday Meadows/Philip McClung Brick Planter (Sheet 5B)
Feature Identification Number:	93878
Type of Feature Contribution:	Undetermined
Feature:	Harold Smith Railroad Tie Posts (Sheet 1B)
Feature Identification Number:	93879
Type of Feature Contribution:	Undetermined
Feature:	Homer Nicely/Charles Ashley Car Pit (Sheet 1A)
Feature Identification Number:	93880
Type of Feature Contribution:	Undetermined
Feature:	Homer Nicely/Charles Ashley Fence (Sheet 1A)
Feature Identification Number:	93881
Type of Feature Contribution:	Undetermined
Feature:	James Humphrey Sr. Collapsed Arbor (Sheet 3B)
Feature Identification Number:	93882
Type of Feature Contribution:	Undetermined
Feature:	James Humphrey Sr. Trellis Remnant (Sheet 3B)
Feature Identification Number:	93883
Type of Feature Contribution:	Undetermined
Feature:	Margaret Dalton Graffiti Rock (Sheet 2C)
Feature Identification Number:	93884
Type of Feature Contribution:	Undetermined
Feature:	Passenger Depot Air Conditioning Unit Fencing (Sheet 4B)
Feature Identification Number:	93885
Type of Feature Contribution:	Non-Contributing

Feature: Passenger Depot Baggage Cart (Sheet 4B)

Feature Identification Number: 93886

Type of Feature Contribution: Non-Contributing

Feature: Passenger Depot Benches

Feature Identification Number: 93887

Type of Feature Contribution: Non-Contributing

Feature: Passenger Depot Bike Rack (Sheet 4B)

Feature Identification Number: 93888

Type of Feature Contribution: Non-Contributing

Feature: Passenger Depot Black-rail Fencing (Sheet 4B)

Feature Identification Number: 93889

Type of Feature Contribution: Non-Contributing

Feature: Passenger Depot Bollard Fencing (Sheet 4B)

Feature Identification Number: 93890

Type of Feature Contribution: Non-Contributing

Feature: Passenger Depot Historic-replica Light Pole (Sheet 4B)

Feature Identification Number: 93891

Type of Feature Contribution: Non-Contributing

Feature: Passenger Depot Trash Cans

Feature Identification Number: 93892

Type of Feature Contribution: Non-Contributing

Feature: Passenger Depot Wayside (Sheet 4B)

Feature Identification Number: 93893

Type of Feature Contribution: Non-Contributing

Feature: Phillip McClung Rental Log Garden (Sheet 4A)

Feature Identification Number: 93894

Type of Feature Contribution: Undetermined

Feature: Railroad Concrete Markers (Sheet 3C&3D)

Feature Identification Number: 93895

Type of Feature Contribution: Contributing

Landscape Characteristic Graphics:



Historic replica light pole by the Thurmond bridge and passenger depot (PHSO 2002).



Bike rack by the Thurmond depot (PHSO 2002).

Archeological Sites

Any features listed in the archeology section of this report as contributing to the period of significance are only contributing for Criterion A or C. The site has not been evaluated for Criterion D. If a future archeology evaluation is made and features are discovered to be significant under Criterion D, this report will be revised accordingly.

The archeological investigations provided by LeeDecker, Holt and Eddins (1993) and Wuellner et al. (1992) indicate that the 46FA214 site designation apparently encompasses the historic archeological remains encountered during the digs at the Collins Store, the Humphrey's turntable under the parking lot next to the Thurmond Depot, the turntable on the east side of the tracks north of the post office, and rail yard excavations around the former machine house.

The Thurmond Historic District has many areas that will be ideal for archeological research. Due to the fact that the town was built in a boomtown era in the New River Gorge, many houses and buildings that were abandoned or burned were not rebuilt. Therefore, the remains of these buildings and surrounding areas will probably reveal many archeological resources from the early 20th century. The larger building sites are described below, but there are also numerous other sites where houses were once located that might provide archeological information about Thurmond as well.

Engine House Foundation

The Engine House and shop employed around 175 men to service and maintain two engines at once, and a crew office at its eastern end where train crews were selected to deliver empty coal cars or pick up loaded ones. Steam engines were serviced in Thurmond for over fifty years. Machinist, pipefitters, boilermakers, electricians, and blacksmiths worked out of the engine house shop area. The Engine House was enlarged in 1921 to service up to four engines at one time. Just east of the engine house was the inspection pit used for daily engine checks. A large ash pit nearby, ran perpendicular to the tracks and emptied directly into the New River. The Engine House was a rectangular wooden structure measuring 150' x 66' with two additions built on the south wall. It had a low pitched roof with two monitors marking the division between the original structure and a later addition. The Engine House burned to the ground in August 1993. The four sets of rails leading to the Engine House were also removed during cleanup of the burned structure. The site is still in the CSX right of way, so extensive archeological investigation may not be possible.

Lafayette Hotel Remnants

The Lafayette Hotel, constructed in 1901, housed shops and commercial establishments on the first floor in addition to lodging rooms. The Hotel burned in 1963 along with the adjacent Armour & Company Wholesale Meat Packing Plant. The hotel was a 3½ story "U" shaped brick structure with approximately 130' of street frontage. The 1920 Red Ribble photographic panorama shows a hip roof structure with a centered cross gable and a two-story porch. The structure burned in 1963 and was removed sometime after this, although part of the brick wall at the rear of the building still remains. The Lafayette Hotel site is owned by the National Park Service.

Armour Meat Packing Plant Foundation

The Armour & Company Wholesale Meat Plant was constructed c. 1905. The main floor was the meat processing and refrigeration area, and apartments for employees occupied the second floor. The building was abandoned by Armour in 1932, and converted to apartments throughout the building. The structure was a two story, five-bay front building on a 120' lot. The structure burned in 1963. Only the concrete slab of the actual building remains, but there are still remnants of the stone retaining wall that allowed water to drain behind the building. The National Park Service owns the Armour site.

Character-defining Features:

Feature: Engine House Foundation (Sheet 3)

Feature Identification Number: 92841

Type of Feature Contribution: Contributing

Feature: Lafayette Hotel Remnants (Sheet 3C)

Feature Identification Number: 92842

Type of Feature Contribution: Contributing

Feature: Armour Meat Packing Plant Foundation (Sheet 3C)

Feature Identification Number: 92839

Type of Feature Contribution: Contributing

Feature: Dun Glen Hotel Foundation Remnants (Sheet 7)

Feature Identification Number: 92840

Type of Feature Contribution: Contributing

Landscape Characteristic Graphics:



Lafayette Hotel remnants (PHSO 2002).

Condition

Condition Assessment and Impacts

Condition Assessment: Poor

Assessment Date: 06/18/2002

Condition Assessment Explanatory Narrative:

Due to the condition of many of the buildings in Thurmond and the fact that the vegetation is taking over the site, the CLI has determined that the landscape is in poor condition, and that features are imminently in danger.

Condition Assessment: Good

Assessment Date: 03/03/2004

Condition Assessment Explanatory Narrative:

The park has corrected the impacts previously listed for Thurmond. All NPS buildings have been stabilized and/or repaired, collapsed porches have been replaced, and the kudzu has been removed. The landscape requires no immediate corrective action to maintain its current condition. The park will need to provide continued maintenance to prevent the reemergence of the kudzu. At some point in the future the retaining walls will need preservation maintenance, but they are currently in a stable condition.

Condition Assessment: Good

Assessment Date: 06/15/2010

Condition Assessment Explanatory Narrative:

In consultation with park staff, the landscape remains in good condition.

Stabilization Measures:

2002 - A plan of action items has been established by the Historic Architecture Database (Sasser 2000) prepared for Thurmond. The CLI recommends that a similar plan be prepared for the landscape features in danger as well. The impacts listed below reflect the 2002 needs; there are currently no needs beyond regular maintenance.

2004 - The landscape needs were addressed as part of the project addressing architectural needs, and the landscape is now in stable condition.

Impacts

Type of Impact: Exposure To Elements

External or Internal: Internal

Impact Description: 2002 - Several of the buildings in the Thurmond Historic District are becoming seriously damaged due to leaking roofs and windows. One building was collapsed at the time of the field

survey, and the roof of another house was failing. New River Gorge park staff are working on corrective measures for this impact in the spring of 2003.

Type of Impact: Structural Deterioration
External or Internal: Internal
Impact Description: 2002 - Besides exposure to the elements, the buildings are deteriorating. There were several occasions where porches were collapsed or removed. Other wooden stair cases were collapsing as well. New River Gorge park staff are working on corrective measures for this impact in the spring of 2003.

Type of Impact: Vegetation/Invasive Plants
External or Internal: Internal
Impact Description: 2002 - Kudzu is a major vegetative issue at Thurmond. It has grown over at least half of the lower level of the town, and is in danger of spreading further. Other plant materials such as poison ivy and multiflora rose are rampant in areas free of the kudzu. Unchecked plant growth is also working its way into retaining walls, which will eventually contribute to their failure.

Landscape Stabilization Cost Explanatory Description:

2002 - \$55,000 - A plan of action items has been established by the Historic Architecture Database (Sasser 2000) that was prepared for Thurmond. The LCS stabilization costs have been based on the estimates provided in this database and will cover the costs for the impacts of exposure to elements and structural deterioration. The stabilization costs for Vegetation/Invasive plants is covered in the Landscape Stabilization Cost. This estimate is based on the government estimate for the kudzu removal scope of work that was prepared for Thurmond.

2004 - This work has been completed and at present no additional costs are anticipated for stabilization.

Treatment

Bibliography and Supplemental Information

Bibliography

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Citation Title:	General Management Plan, New River Gorge National River, West Virginia
Year of Publication:	1982
Source Name:	CRBIB
Citation Number:	402200
Citation Type:	Narrative
Citation Location:	PHSO Library Gerald Sielaff, Suzanne Stutzman, A. Whit Watkins, Charles Wood.
Citation Author:	Caplinger, Michael W.
Citation Title:	Historic Furnishings Report, Thurmond Passenger Depot and Offices, New River Gorge National River, Thurman, West Virginia
Year of Publication:	1993
Source Name:	CRBIB
Citation Number:	016570
Citation Type:	Both Graphic And Narrative
Citation Location:	PHSO Library
Citation Author:	Fuerst, David N.
Citation Title:	A Cultural Research Project, The New River Gorge National River, West Virginia, Volume I - Prehistory
Year of Publication:	1981
Source Name:	CRBIB
Citation Number:	010869
Citation Type:	Narrative
Citation Location:	PHSO Library

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Citation Title: A Cultural Research Project, The New River Gorge National River, West Virginia, Volume III - Prehistory Appendices
Year of Publication: 1981
Source Name: CRBIB
Citation Number: 010868
Citation Type: Narrative
Citation Location: PHSO Library

Citation Author: Fuerst, David N.
Citation Title: Thurmond Development Concept Plan and Interpretive Prospective, Amendment
Year of Publication: 2000
Source Name: Other
Citation Type: Both Graphic And Narrative
Citation Location: PHSO and NERI Libraries

Citation Author: Harper, R. Eugene, Ph.D.
Citation Title: Thurmond Historic District
Year of Publication: 1983
Source Name: Other
Citation Type: Narrative
Citation Location: PHSO and NERI Libraries

Citation Author: Land and Community Associates for EDAW, Inc.
Citation Title: Cultural Landscape Report, Grandview, New River Gorge National River, West Virginia
Year of Publication: 1994
Source Name: CRBIB
Citation Number: 402236
Citation Type: Narrative
Citation Location: PHSO Library

Citation Author: LeeDecker, Charles H., Henry M.R. Holt
Citation Title: Archeological Testing at Thurmond Depot, New River Gorge National River, West Virginia
Year of Publication: 1993
Source Name: Other
Citation Type: Narrative
Citation Location: NERI Library

Citation Author: LeeDecker, Charles H., Henry M.R. Holt, and John T. Eddins
Citation Title: Archeological Investigations at Site 46FA214, Thurmond Historic district and Southside Junction, New River Gorge National River, West Virginia
Year of Publication: 1996
Source Name: Other
Citation Type: Narrative
Citation Location: NERI Library

Citation Author: McCray, C. Scott
McCray, C. Scott
Citation Title: Chesapeake & Ohio Railroad: Thurmond Yards, 1910-1960
Year of Publication: 1988
Source Name: HAER
Citation Number: WV-42
Citation Type: Both Graphic And Narrative
Citation Location: Library of Congress, Washington DC

Citation Author: McGowan, Leigh
Citation Title: The New River Gorge National River, A Cultural Resource Inventory
Year of Publication: 1990
Source Name: CRBIB
Citation Number: 402229
Citation Type: Narrative
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Citation Title: Condition Assessment / Stabilization Plan Draft for Review, Thurmond Commercial Row, New River Gorge National River, West Virginia
Year of Publication: 1999
Source Name: CRBIB
Citation Type: Narrative
Citation Location: PHSO Library

Citation Author: National Park Service
Citation Title: NPS 28: Cultural Resource Management Guideline
Year of Publication: 1998
Source Name: CRBIB
Citation Location: http://www.cr.nps.gov/history/online_books/nps28/28contents.htm

Citation Author: Peyton, Billy Joe; Caplinger, Michael; Nicely, John; McClung, Kevin; Rudmann, John
Citation Title: Thurmond Depot, New River Gorge National River, Thurmond Passenger Depot and Offices, Historic Structure Report
Year of Publication: 1991
Source Name: CRBIB
Citation Number: 015804
Citation Type: Both Graphic And Narrative
Citation Location: PHSO Library

Citation Author: Romola, Linda, and others
Citation Title: Thurmond Development Concept, Interpretive Prospectus, New River Gorge National River, West Virginia
Year of Publication: 1992
Source Name: CRBIB
Citation Number: 402207
Citation Type: Narrative
Citation Location: PHSO Library

Citation Author: Small, Sally; Torres, Louis; Reynolds, Larry
Citation Title: Historic Structure Report, Thurmond Commercial Buildings, New River Gorge National River, West Virginia
Year of Publication: 1992
Source Name: CRBIB
Citation Number: 016332
Citation Type: Both Graphic And Narrative
Citation Location: PHSO Library

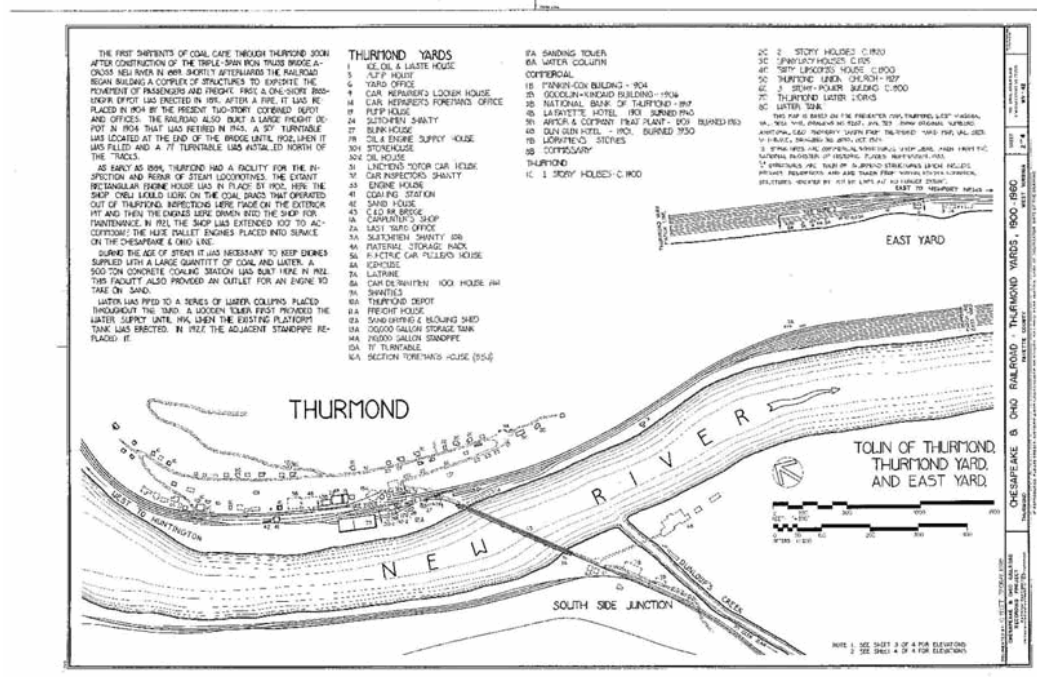
Citation Author: Unrau, Harlan D.
Citation Title: Special History Study / Historical Context Study, New River Gorge National River, West Virginia
Year of Publication: 1996
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Citation Number: 402227
Citation Type: Narrative
Citation Location: PHSO Library

Citation Author: Wuellner, Margarita, Dana B. Heck, and Charles D. Cheek, Ph.D.
Citation Title: Documentary Research for the Rehabilitation of the Thurmond Depot and Soutside Site Development, New River Gorge National River, West Virginia
Year of Publication: 1992
Source Name: Other
Citation Type: Both Graphic And Narrative
Citation Location: NERI Library

Supplemental Information

Title: Chesapeake & Ohio Railroad: Thurmond Yards, 1910-1960

Description: 1988, C. Scott McCray, HAER WV-42



Title: Existing Conditions Photographs

Description: Photographs taken on site by the Philadelphia Support Office CLI field team, July 2002

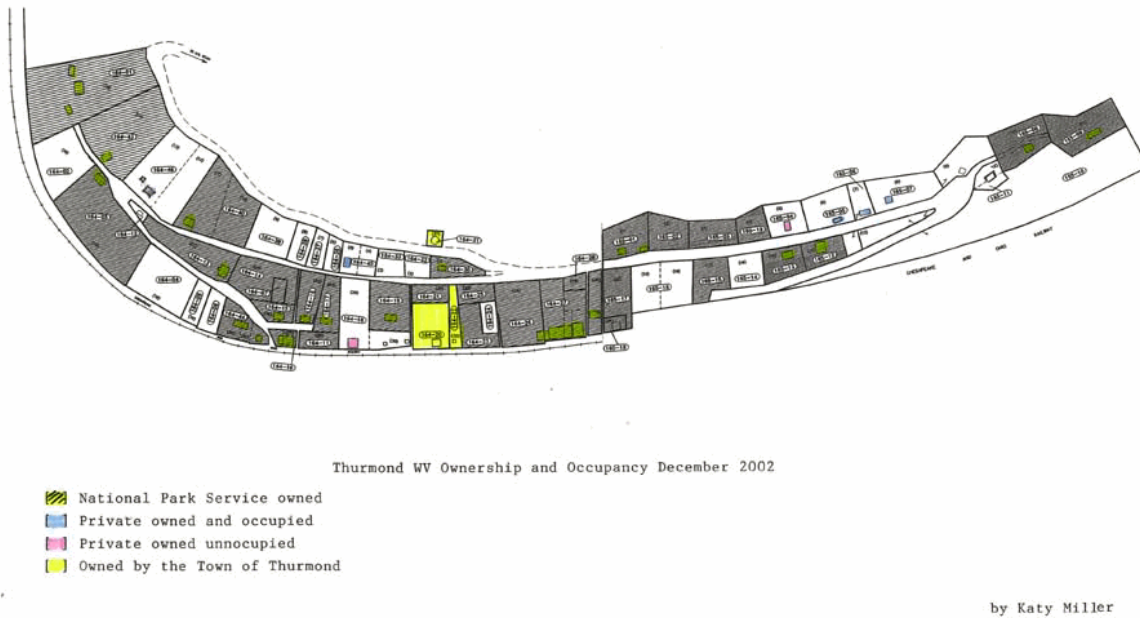
Title: New River Gorge National River: Thurmond Area

Description: 1992, Guffey, Denver Service Center Dwg. 41038



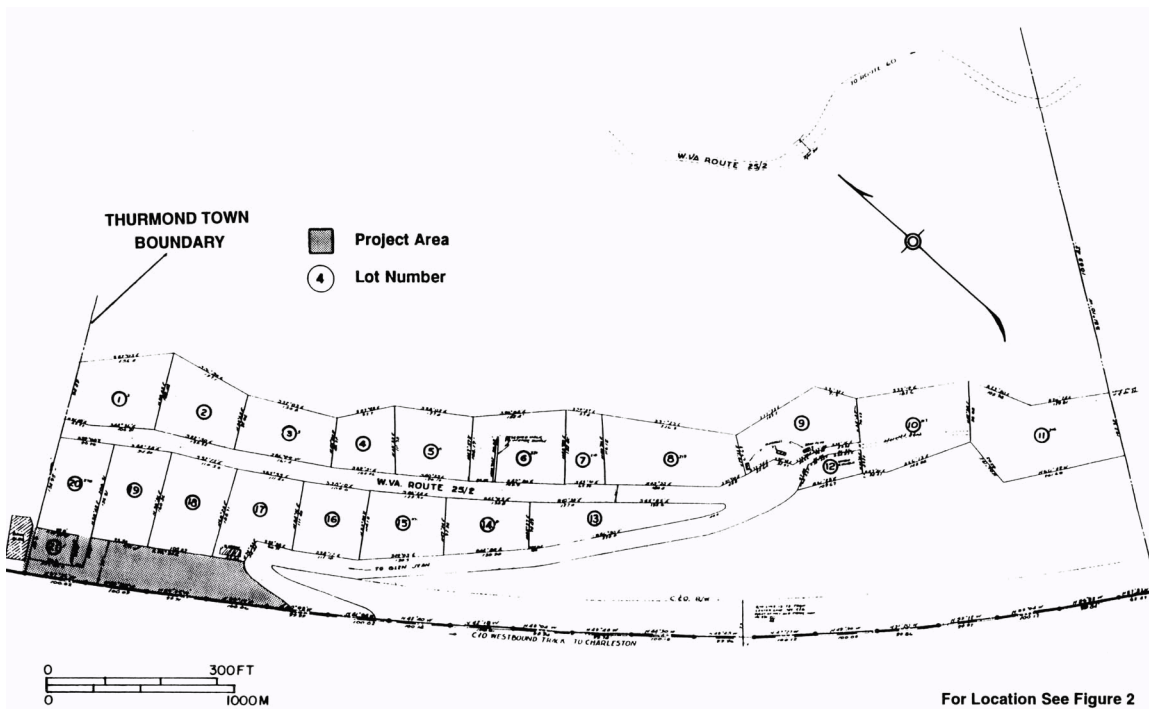
Title: Ownership Drawing of Thurmond, W.VA

Description: December 2002, Katy Miller



Title: Plat Map of the McKell Development of Thurmond, W.VA.

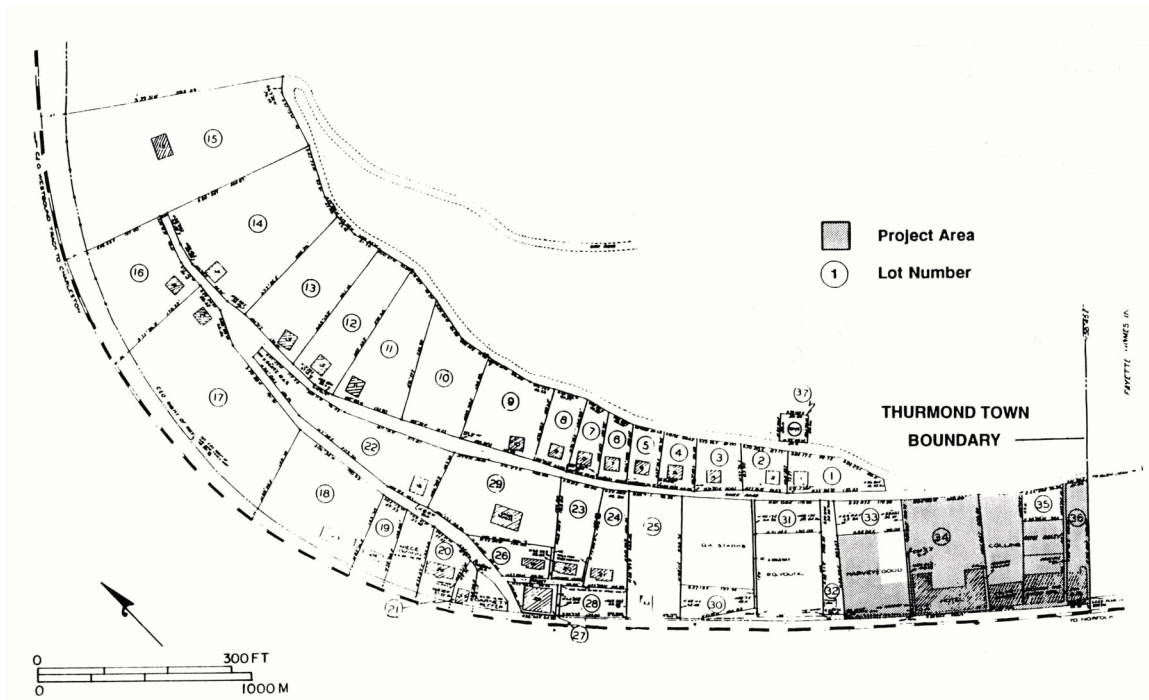
Description: circa 1946 (Fayette Co. Map Book 7)



Title: Plat Maps of Thurmond, W.VA.

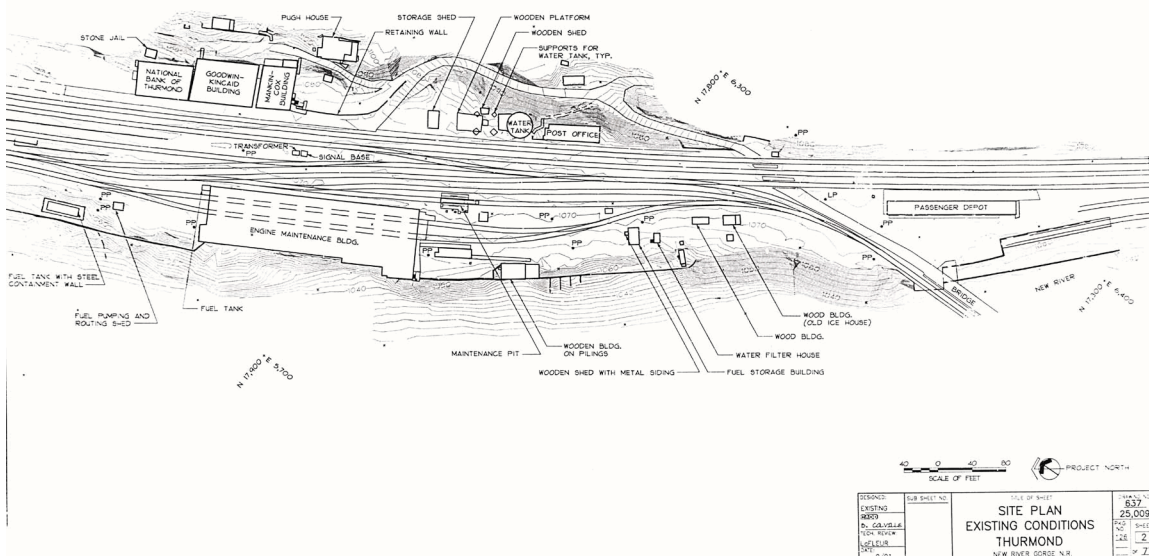
Thurmond Historic District
New River Gorge National River

Description: March 1947 (Fayette Co. Map Book 7)



Title: Site Plan Existing Conditions: Thurmond

Description: 1991, B. Caville, Denver Service Center Dwg. 25009



Thurmond Historic District
New River Gorge National River

Title: USGS Quad Thurmond, W.VA.

Description: 1969, Revised 1976 1:24,000

